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messing about in **BOATS**

Volume 18 - Number 19

February 15, 2001

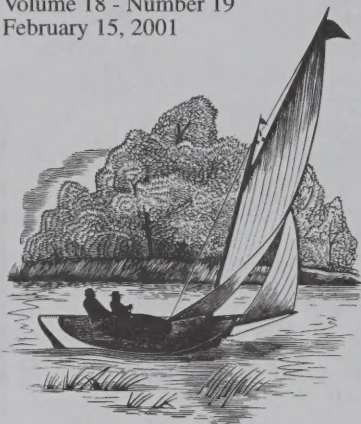


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February 15, 2001



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Looking Ahead...

Mary Nell Hawk reports on the "6th Annual *American Star* Invitational Rowing Race" in New York harbor, with a historic perspective byline from *The Log of Mystic Seaport* on what it is all about.

Bill Weymouth tells of his wife's introduction to paddling in "Kathy's First Solo"; Robb White is back with "Birthday Bomb"; and two serials get underway: Dick Wheeler chronicles his "Circumnavigation of Cape Cod" under oars on behalf of the Cape Cod Museum of Natural History; and Don Elliott (author of the "Building Paradox" series of a few years ago) is back with a discussion of the realities of capsizing (based on Stephen Ladd's book *Three Years in a 12' Boat* reviewed in the January 1, 2000 issue) in "Capsize, a Study of An Adventure".

Ron Denman launches a long story about saving a 100 year old catboat in "Dolphin, an 1893 George Huxford Catboat"; and Nick Scheuer tells us about "The Worst Boat I Ever Owned".

We'll look at bicycle boats then and now in "Fun At the Beach", and "Bicycle Boats Today"; Richard Carlsen will present his "Secrets of the Builders of Canoes in Oceania"; and Phil Bolger & Friends will be with us as usual, subject to be revealed when you get your issue.

Room permitting Phil Thiel will present another mathematical analysis, this time in "A Waterman Wonders About Horsepower".

Commentary...

Bob Hicks, Editor



I return in this issue to the subject of Tom Mailhot's and John Zeigler's great adventure as the only U.S. team entered into Row 2001, the across the Atlantic rowing race organized by Britisher Chay Blyth (who did it himself years ago). With 50 crews committed and more hopefuls in the wings on the short list, the scheme seems to be up and running. In 1997, 30 crews took part in the initial event.

Serendipitously the day after New Years, when we had seen Tom and John off to the New York Boat Show with their *American Star*, hopeful of attracting some major sponsorship, a book written by one of the 1997 New Zealand winning team turned up here from a New Zealand subscriber, a book just out. So, I quickly read it with much interest, and reviewed it so I could drop it alongside my update on the *American Star* effort in this issue.

Then a report arrived about the recent 6th Annual *American Star* Invitational Rowing Race in New York city, and it dawned on me then where Tom and John had gotten their boat's name. *American Star* is a Whitehall gig, the oldest surviving American race boat, the victor in an international match race in 1823 in New York harbor, beating a British challenger. The boat was presented to the aging General Lafayette on his last U.S. visit in 1824-25 and resides still in France on the Lafayette family estate. (We'll have the whole story in the March 1 issue in conjunction with the report on the 2001 race).

Aha, the light bulb lit up, I'd never asked Tom and John about their boat's name and was not aware of its significance. (How'd I ever get to be editor of a boat magazine, is it because my name is on the building?) So now, Tom's and John's concerns about the lack of major sponsor interest in their effort assumes greater significance to me. There is a historic connection here, sort of. I had somewhat cynically assumed they had no major sponsorship support simply because who out there in the big world of business and bucks chasing cares about a rowing race across the Atlantic. Rowing? This isn't like "The Race", now underway with six big multimillion dollar multihulls going non-stop around the world at 40 knots with industry logos on their huge sails (Club Med's an enormous bikini babe).

1997 winning team member Rob Hamill

spends many pages in his book describing the struggle he had raising money, despite his national Olympic stature as an oarsman. He never found enough, even chasing some of it post race, the winner stranded in Barbados with no cash to ship the boat or his teammate and himself back to England, from where sponsor New Zealand Air would take them home to New Zealand. He kept on talking to people and finally someone with local airline connections took them to England. Back home he had to go on the lecture circuit to pay off the bills.

Other teams in Row 2001 have secured 100% sponsorships from their national rowing clubs or interested business firms, even to the extent of paying two year's salaries to the team members so they could prepare and train and race. Seeing this, our American stalwarts understandably wonder at the U.S.A.'s lack of interest. Tom and John have to keep on working for a living while they pursue their dream (New Zealander Hamill lost his job when he asked for a year's leave of absence!)

I have never been involved in an adventure I wished to undertake of a scale that would require me to ask for money from others so I might achieve my dream. Some small potatoes, I did have support on several of my motorcycle competition undertakings, but even then I was an editor of a magazine concerned with the sport so there was some publicity quid pro quo for my sponsors. And I hadn't asked for the help, it was offered.

Today's adventures seem to be costly affairs beyond the means of most who undertake them, even the well to do who indulge in something like "The Race" chase big money. It's been a long time since Sir Thomas Lipton underwrote challenge after challenge for the America's Cup with his own money. Today it's mostly syndicates underwriting such big league stuff. And when we get down to rowing! Hope springs eternal.

Well, Tom and John can use your help. If the big dollars cannot be found, the smaller ones are more than ever important. Both these guys have poured their own money into this big time and continue to do so. Some boost from rowing enthusiasts and clubs would greatly encourage this quest. If you'd like to help, read the story in this issue on *American Star*, it tells you how to reach them.

On the Cover...

Bill Dulin in his SkiffAmerica under the Gateway Arch in St. Louis. Bill tells us more in this issue about how pleased he is with his Kilburn Adams' designed project.

For at least twenty years I have carried a 5-B,C dry powder extinguisher in my car on the floor under the driver's seat. The same extinguisher has passed through a half dozen cars. A few weeks ago I opened the rear door on the driver's side and saw a pile of white powder on the carpet under the seat. Rolling back and forth under the seat the trigger handle was getting hit so that it began to unscrew to the point of discharging the gas and releasing the powder around the valve. The valve was screwed completely out, but the stuck pressure gauge still indicated a full charge. Time to review the basics of fire extinguishers.

I have put out a lot of fires with hand-held extinguishers, both real and practice, in my career in chemical research and development. Up until after World War II, we used carbon dioxide CO₂ which is effective against both Class B (solvent, gasoline, other flammable organic materials) and Class C (electrical) fires. Because CO₂ is a gas, you had to get right up to the fire and hold the nozzle practically into the base of the flame; too close, and you could blow the fire around, and the fires often restarted.

When dry-chemical extinguishers came out, they made easy work of putting out fires. You could stand off a comfortably safe distance and lay the powder right on the burning material, and the fires stayed out. One afternoon I walked into a semiworks just as a 55-gallon drum of benzene solution overflowed and caught fire. This was just like a gasoline fire with flames two stories high immediately. I grabbed a 15-pound dry-chemical extinguisher from the wall and knocked the fire down in a few seconds.

I put dry-powder extinguishers in my boat, car, shop, and kitchen. I had fires in the engine compartment of my VW Microbus and a backfired oil burner in a utility room that I handled easily.

Some years later, the A:B:C-rated dry-chemical extinguishers came out. These looked like a decided improvement, although their capacity for Class A fires (paper, wood, trash, etc.) is small. The numbers in the ratings refer to the size of a standard test fire that the extinguisher can control; a #1 fire is only a tenth the size of a #10 fire.

But then in 1985, I heard the owner of a safety equipment company say that he did not recommend the A:B:C dry-chemical extinguishers because after they were used on a fire, you could expect delayed failures of electrical and electronic equipment in the area, but which had not been involved in the fire. He cited radios, TVs, appliances, power outlets, but he did not give an explanation why the A:B:C extinguishers caused these problems and the B:C extinguishers did not.

I did some thinking about it. The B:C extinguishers use sodium bicarbonate, a powder which is quite inert. The A:B:C extinguishers use monoammonium phosphate. This powder is acidic (corrosive), contains the ammonium ion which is hard on copper alloys, especially, and when heated is apt to vaporize ammonium compounds, which can then condense in cooler areas. Even if it does not condense on a surface, the particles are so extremely small that they will drift and settle some distance away.

I wrote to Factory Mutual Research, Underwriters Laboratories, and the Coast Guard, agencies which test extinguishers, and to Walter Kidde, a prominent manufacturer of



Fire Extinguishers

By Dave Carnell

extinguishers, and asked for their comments on my reasoning and on possible problems with A:B:C extinguishers.

I never heard from the Coast Guard, but both Factory Mutual and Underwriters Laboratories confirmed that there are corrosion and cleanup problems with the A:B:C (monoammonium phosphate) extinguishers that do not exist with the B:C (sodium bicarbonate) extinguishers. Walter Kidde agreed that the monoammonium phosphate can be more corrosive.

Factory Mutual's *Loss Prevention Data*, Section 4-5, "Portable Extinguishers", contains this paragraph on multipurpose-type dry chemical (A:B:C, monoammonium phosphate): "The multipurpose-type dry chemical forms a soft sticky mass when heated and clings to hot surfaces when they cool. Consequently it usually cannot be brushed or blown from surfaces as sodium bicarbonate and potassium bicarbonate-base dry chemicals often can, particularly from metallic surfaces. There-

fore, it is not recommended for areas such as textile card rooms or any other locations where many fine machine parts may require individual cleaning after a fire. Multipurpose-type dry chemical, in combination with moisture, can corrode copper and copper-alloy material."

My experience with cleaning up bicarbonate powder in laboratory and semiworks and at home is that blowing equipment clean and vacuuming up the powder is easily done.

I threw away the A:B:C extinguishers in my boats, cars, shop, and kitchen and bought new B:C extinguishers. A pail of water, or a seltzer bottle will do a better job on a Class A fire than a puny 1-A 5-BC extinguisher.

How do you know if a dry-chemical extinguisher is ready for action? The guage on the handle of my extinguisher completely detached from the cylinder still showed that the pressure was right where it should be because the guage mechanism was rusted tight. The new extinguishers now say "watertight, stainless steel guages". But how long will a guage that sits there always showing the same pressure stay operative. I don't know. We weighed the old carbon dioxide extinguishers to check that they were full, but the amount of gas in a dry chemical extinguisher is not practicably weighable. For a while the extinguishers were made with a small button you could press and get a reassuring burst of gas, but each time it was tested that way part of the gas was lost; obviously not a good situation.

We have wasps who build solid mud nests in small openings such as fire extinguisher nozzles. I found three of the four extinguishers in my shop and boat plugged solid with wasp nests. After I drilled them clear I put loose-fitting caps (lipstick tops) over the extinguisher nozzles. Don't tape them on and be sure they fit loosely enough to fall off or blow off without any resistance.



The Gear Hammock

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Wakefield, RI 02879
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You write to us about...

Activities & Events...

Spring Courses at LCMM

The Lake Champlain Maritime Museum is offering several innovative winter/spring 2001 courses. These include Piloting & Coastal Navigation, Make Your Own Wooden Hand Plane, Spar Building Sailing Rigs For LCMM's Pilot Gigs, Lofting, and Building The Wee Lassie Lapstrake Canoe

Call the Lake Champlain Maritime Museum at (802) 475-2022 xt114 or e-mail <sheilas@lcmmm.org> for enrollment and course information. Complete course descriptions can be found in our on-line newsletter at www.lcmmm.org

Lake Champlain Maritime Museum, 4472 Basin Harbor Rd., Vergennes, VT 05497

Philadelphia Wooden Boat Factory Receives Grant

The Philadelphia Wooden Boat Factory has received an \$8,000 grant from the Anonymous Fund of The Philadelphia Foundation to support its Marine Education Initiative. These will be used for our Marine Education Initiative Program which provides girls and boys opportunities to learn through exploration while guided in hands-on maritime education activities, such as boat building. In the program, children develop self-confidence, problem solving skills and awareness of their place in the community.

The Philadelphia Wooden Boat Factory was founded in 1996 by Chad Brenner and Geoffrey McKonly in order to use boat building as a vehicle to help children, especially those at-risk, recognize their strengths and discover their potential for success. Philadelphia Wooden Boat Factory offers programs to The School District of Philadelphia, adolescent drug and alcohol treatment centers, truancy prevention programs, vocational schools, youth focused environmental projects, and family support initiatives.

Geoffrey McKonly, Philadelphia Wooden Boat Factory, 2045 West Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, www.woodenboatfactory.org, <info@woodenboatfactory.org>

Adventures & Experiences...

Heard About the Duke?

The article, "Heard About the Duke?" in the December 15 issue brought back fond memories. Shortly after I was graduated from the Army Air Corps Aerial Navigation School in July, 1943 I found myself assigned to a Troop Carrier Group in North Carolina which was waiting for a graduating class of navigators before taking 52 C-47s (Army version of the Douglas DC-3) to New Guinea.

Early in August we flew these airplanes to San Francisco and then 2,400 miles to Honolulu. The 16-hour journey was without incident, and we landed at Hickham Field about 10am.

We lost no time in going to the Hotel Alexander Hamilton for a late breakfast. The co-pilot, Tom Bennett, was a native of Los Angeles and his claim to fame was that he had been a stand-in for Spencer Tracy in the movie Northwest Passage. An Indian chief in the film was played by none other than Duke Kahanamoku, who had told Tom during the filming that he would be delighted to see him if Tom ever got to Hawaii.

As soon as we had ordered our breakfast Tom got to a phone and before we had finished breakfast The Duke appeared. One of his first questions was whether we had to get back to the base that night. When we said no, he said, "Very well, after we go surfing in my outrigger canoe we will go to my house, have supper, and you can spend the night." After we finished breakfast he drove us to The Outrigger Club where his canoe was ready for us.

The weather was ideal for surfing and after an exciting afternoon, the Duke drove us to his home high on a hill overlooking Pearl Harbor where he and his young American wife, after dismissing the servants, prepared a most enjoyable steak dinner. After not having slept for more than 36 hours, I found myself going to sleep over the after dinner brandy.

Over the following 30 years after the war I had occasion to be in San Francisco from time to time. On two such occasions, I saw mention of The Duke in the society section of one of the San Francisco newspapers. One of the items was accompanied by a photograph of him still board surfing at age 72. It was only when I saw his obituary that I discovered that The Duke had been a much revered amateur athlete and Olympic medalist in addition to being a prominent businessman, a member of the royal family, and a Hollywood actor.

A. Bennett Wilson, Jr., Topping, VA

Information of Interest...

Memories of Diabliesse

Rudy Haase's article about that wonderboat *Diabliesse* in the December 1 issue brought back a wealth of memories. Encounters with *Diabliesse* were always a high point of camp trips on the schooner *Alamar* when I was a camper and counselor at Alamoosook Island Camp in the 1950s.

I could go on for pages about AIC (all kids fortunate enough to go to summer camps believe their's is the best. AIC really was), but I mainly want to let readers know that plans are afoot for an AIC reunion, most likely in the summer of 2002 at or near Alamoosook Island. Anyone interested can get more information by writing to me.

Hilary Smith, PO Box 72, Peacham VT 05862

An Open Letter to Robb White

First let me say how much I've enjoyed your letters and articles in *MAIB*. Keep up the good work. In reference to your letter in the November 1 issue, I like the Rescue Minor design myself and might build it when I get too old and feeble to sail.

However I thought you might be interested in Surprise, a 19' fast motorsailer also by Atkin. Surprise is 19'x5'10"x1'3" and uses lapstrake planking. She is reputed to sail well. Also have you heard of Shoals Runner, by Atkin, 22'1"x20'x5'6"x6" draft, reputed to run 17.5mph on 22hp. Both of these boats are modified Seabright skiffs. I hope this info will help in your search for a boat to build.

I too have sort of inherited an old Mercedes diesel station wagon. I thought I was doing good getting 21-22mpg while towing *Beach Girl* (my 16' leeboard lugger). If 32mpg wasn't a typo I surely would like to know how you do it. The best mileage I've recorded on my 1983 stationwagon was 28.6 when driving country roads at 30-40mph looking for a few acres to buy so I could move out of Houston.

David Gulley, Cleveland, TX

About Newick Trimarans

News from owners of Newick trimarans includes the third winning of the King's Cup in Thailand by Tony Lough's *Echo*, named *Fine Pitch*, and Andy Green's *Bird* beating the second boat by a day in a hard 600 mile race to windward. John and Fran averaged 9 knots on a 2,000 mile passage from the Galapagos to Easter Island in their 38' Native, *Ninth Charm*.

The 16' Rev prototype has passed her test as has the 31' Hawaiian outrigger Duke (*MAIB* December 15). The first T-Gull 2300 will soon be sailing in St. Croix. Three Echos will be launched in Virginia, New Zealand and Australia in 2002.

Dick Newick, Kittery Point, ME

Needs...

Want to Build a Boat this Winter but Don't Have Heated Space?

I have just finished insulating my garage, installing a wood stove and convincing my wife that one half of the space would make a fine boat shed. I'm looking for a partner to help me build Arch Davis' Sand Dollar. No costs, no charges to you, and I'll flip you for the boat when we're done.

Jim Parmentier, 175 Great South Rd., Lincoln, MA 01773, (781) 259-0798, <jparmen@aol.com> (20)

Victoria 18 Association

I recently bought a Victoria 18 sloop, one of 1,000 built from 1977 to 1981. I stumbled onto their great website and wanted to exchange ideas and join in on their once a year rendezvous at Rock Hall, Maryland. But lately their site went blank.

I would like to hear from any readers who have information about this Association.

Dick Munsell, Springfield, MA, (413) 782-5840, <rmunsell@webtv.net>

Looking for *Princess N.Y.*

I'm looking for a copy of Joe Richards' classic *Princess N.Y.* Can anyone help?

Foster Nostrand, 17 Algonquin Ave., Stamford, CT 06902

Chinese Junk Society

Years ago I was a member of the Chinese Junk Society of England but now I have lost their address. Any help in locating them would be appreciated.

Dana Hayden, 27 Hancock St. Boston, MA 02114

Opinions...

What Makes a Boat Float?

Children from a Philadelphia School District spent part of this past school year at the Philadelphia Wooden Boat Factory attempting to find the answer to that question. Boats could take us.

I came across Robert Keeley's article, "Tasmania's Shipwright's Point: More Than a Boatbuilding School", in the September/October 2000 *WoodenBoat* magazine. A photograph shows the owner of the Tasmanian boatbuilding school, John Young, on the deck of his boat. Just off the stern, beneath a roof-shelter supported by piers, floats a small fleet of dinghies built by adult students. They reminded me of my first boat.

I was but ten years old when necessity forced me to build it for the purpose of ferrying my family, at the height of the rainy season, from our house, which was situated on a flood plain, to and from high ground just short of a mile to the north.

During the then-annual flood, on each weekday morning Daddy, with flashlight in hand, carefully climbed aboard that little boat. He placed a neatly folded blanket across the middle thwart and moved forward to kneel in the bow in his paddling-position. Then Momma would get in and sit on the blanket. Always the last to get aboard, I stood astern with a pole and steered as Daddy's paddle-strokes propelled us into the pitch-blackness of another liquid, pre-dawn morning.

Paddling and poling against the current, it took us several minutes to reach the state highway, Route Six. I carefully poled the boat alongside Daddy's car which he had wisely parked there the night before. They climbed into the Henry-J and were off to work.

After watching them drive away, I poled the boat's bow beneath the corrugated tin roof of a shelter which served as a bus stop during better weather conditions and tied it to the top of the backrest of the submerged bench. Surrounding myself with the warmth of Momma's blanket, I curled up in the bottom of the boat before heading out for my five-mile walk to school. I would lay there for hours in the darkness counting the cars and trucks that sped by. I could not see them, but I could hear and feel them. Momma's warmth would fade quickly from the blanket, but the scent of her perfume remained. I sometimes dozed off to sleep and dreamed of sailing around the world

Of course, in those days there were hardly any African-Americans involved in America's sailing and boating scene. Even today, not a lot has changed in that regard. It will surprise no one to learn that rarely is there a mention, let alone a photograph, of African-Americans in most of America's boating and sailing magazines. I was encouraged to have found in *Messing About in Boats*, the article about the Wooden Boat Factory's program, with a photograph of at least thirty Black children, which I mention at the head of this commentary.

I subscribe to *WoodenBoat* magazine. I read every issue cover to cover. To my disappointment, there has been nothing in its pages about this program in which more than thirty African-American children from West Philadelphia were taught to build six impressive wooden boats. The program was a joint effort

involving Philadelphia's Archway Programs and the Wooden Boat Factory. A subscriber like myself begins to wonder why such a significant boating news item like that cannot be found in *WoodenBoat* magazine.

Perhaps Australian readers of *WoodenBoat* can ask John Young, the owner of the school mentioned at the beginning of this essay, if he ever includes aboriginal children in his boatbuilding classes. Maybe he already has such a program. If not, he might be encouraged to start one. The love engendered in a well taught child is an investment that can float any boat. He can be reached at Shipwright's Point School of Wooden Boatbuilding, Main Rd., Franklin, Tasmania, Australia 7113.

Brandon Astor Jones, Jackson, GA,
<brandonastorjones@hotmail.com>

Projects...

Building Dolly Varden

I read with great interest Robb White's article "A Few Small Boat Opinions" in the December 15 issue. In it Robb mentioned the building of Wes Farmer's 16' stripped plank boat, Dolly Varden.

I built Dolly Varden in 1957 from plans given away free at the time by lumber yards to promote the selling of both lumber and plywood. Designer Ed Monk also had a small plywood skiff in with the freebies which I built later.

Before building Dolly Varden I had built a round bottomed strip planked boat by the guess and by God method. After watching my father-in-law Archie Rackliff build his the same method, I asked Archie, "How about borrowing your molds?"

He said, "No, go build your own boat." Although he didn't come right out and say it I'm sure he knew the "by guess and by God" method, where you'd stick up a conjured up mold and say, "I think that looks about right, no, maybe she ought to be a bit fuller there, a little slacker there," and so on, wasn't the way

to go.

The better way came when I picked up the set of Dolly Varden plans. For the first time, I could see how the profile, the plan view, and sectional views all related in a way that made sense. Here for the first time it was all laid out for me, Wes had drawn it out simple enough so I could see the whole picture from beginning to end.

To make the strip planking process simpler, Wes showed a pre-shaped garboard starter plank which controlled the flow of the planking without tapering right to a reasonably good looking sheer.

She was built upright, her planking was hollow and round and glued with Weldwood dry powder glue which was widely used at the time and for sure it wouldn't be used today for that particular job.

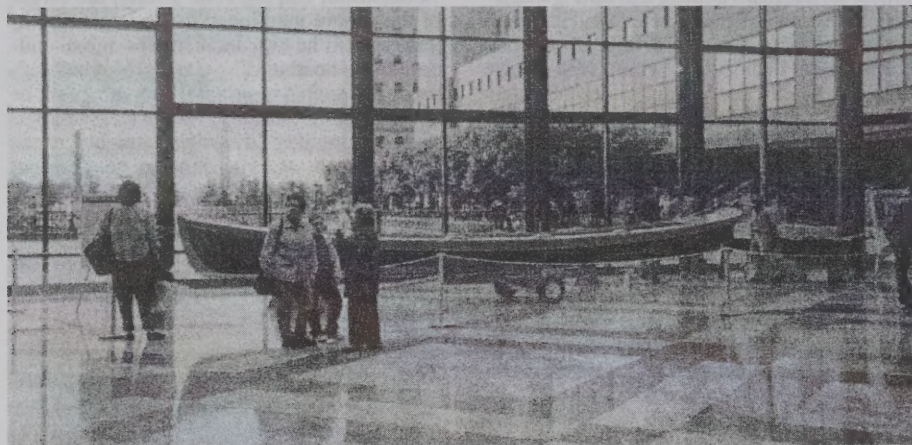
At any rate, thanks to Wes for making the Dolly Varden's lines so clear, I was able to make my own half models, took the lines off them, and built 11 carvel planked boats before fiberglass took over. To my father-in-law who said, "Go build your own boat," and to Wes Farmer who said, "Here's how to do it," many thanks. What a great experience!

Dynamite Payson, S. Thomaston, ME



Newsletter notes from all over...

A compendium of selections from newsletters and magazines we receive which, we believe, illustrates what is going on out there in the world small boats.



The Boat of the Month

The *Kelvin Bowers* was built by C.R.E.W. students as a token of remembrance of a friend, detective Kelvin Bowers, who suffered a fatal heart attack. In life, while struggling through illness, he was there when we needed him, so this is a gift from his friends. Now he looks down on us on God's shoulder looking at what we're doing, seeing the pride we take in the *Kelvin Bowers*.

East River C.R.E.W. Scoop

Newsletter of East River

C.R.E.W.

East River C.R.E.W. Inc.

22 East 89th St.

New York, NY 10128

All About East River C.R.E.W.

East River Community Recreation & Education on the Water seeks to impart a love for, and an understanding of, the waters of the East River community of New York City, with the idea that learning about and using the river will promote future generation's protection of it. Public access to waterways has been lost as bathhouses and piers have deteriorated over the years and C.R.E.W. hopes that can change.

Summer Highlights

Over 150 people from New England, Ireland, and the Netherlands participated in Row2000 on July 9-15. The festival was the all-out celebration of our region's maritime heritage that we hoped it would be.

During the 2000 summer, over 130 urban youngsters participated in the Museum's free rowing program, "We're All in the Same Boat", taught and mentored by the fourteen young men and women in our Navy Yard-based job training program for adjudicated youth.

In August, after a two-year restoration, the 10-oared Bantry Bay gig *Liberte* was relaunched by our summer job crew.

In September, Boston's Mayor Menino presented the Museum's youth recreation and job-training programs with an award for "Excellence Serving Urban Youth".

The Messenger Line Newsletter of the Hull Lifesaving Museum

Hull Lifesaving Museum Inc.
P.O. Box 221, Hull, MA 02045
(781) 925-5433

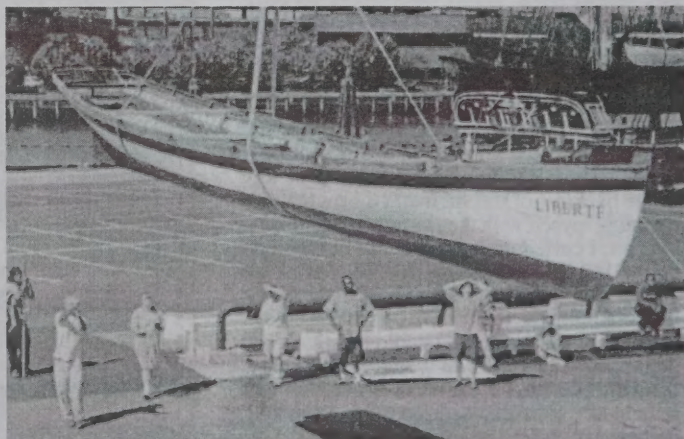
Captions:

Below left: Pilot gig and coxed fours lining up for the start of races into Hull Gut on Day One, Row 2000. (Photo by Steve Cooper)

Below right: Relaunch of the restored Bantry Bay gig *Liberte* in August at the Charlestown Navy Yard. (Photo by Lori Newmyer)

Small Boats: The Collections of the Museum and Its Members

Since summer's end, the Museum's boat builder, Jon Maciel, has been preparing boats for the opening this fall of the Small Boat Exhibit. Early exhibits will include a peapod, an Adirondack guideboat, a Lawley tender, and an antique racing shell, as well as displays of boat building tools and techniques. Several generous members have offered to loan their beloved boats, particularly as the cold weather descends. Loans may be of almost any duration, including as few as six weeks. If you have a wooden craft that you would consider including in the exhibition, please contact Barbie Guild at the Museum.



Concept 2 Rowing Update Newsletter/Catalog

Concept 2 Rowing
105 Industrial Park Dr.
Morrisville, VT 05661-8532
(800) 245-5676,
<rowing@concept2.com>,
www.concept2.com

This 16 page publication is a combination of detailed useful information about using Concept2 Indoor Rowing machines to achieve fitness and a catalog of the machines and all the related gear. A major focus is the promotion of the giant indoor competition on these rowing machines known as The C.R.A.S.H.-Bs, in greater Boston. A number of similar indoor regattas are now scheduled elsewhere in the USA and Canada, a complete calendar is included in the newsletter.

The lead off feature sets the tone of the publication and the activity which it serves;

Why Do We Compete?

By Laurel Saville

First, I'd get a blank stare. Followed by eyebrows drawing in on each other in an effort to stem the confusion. Then the question, "You're doing what?"

I'd try explaining one more time. "I'm going to this thing called the C.R.A.S.H.-B.s."

Eyebrows would remain locked together. "It's a race on indoor rowing machines."

Heads would cock to the side like a dog trying to hear a far off sound. "People come from all over the world to this athletic center in Boston. They line up over one hundred rowing machines and they race." Still, no flicker of understanding. "There's electronics on the machine that allow everyone to row the same distance and have their performance and time measured exactly. They're all linked together via computer and there's this big screen that shows little yellow boats moving across a blue field, each representing a different machine on the floor so you can see how people are doing. It's going to be really cool."

"Really. It is," I'd say.

"Okay." The word would come slowly, drawn out. Then, inevitably, the next question: "But WHY?" Certainly, many people pursue their chosen sport with passion, pleasure and vigor without ever competing. Why do the rest of us choose to pit ourselves against ourselves, others, the tools of our sport, and enter into a competition of any size, shape or form?

There are some simple answers. Many people think competing is fun. Competition allows you to do your sport in a social setting with other people who are similarly committed. You meet new people, go places, swap stories, share information. And of course, there's the joy of winning. Very few things in

life feel as sweet as simple victory and if you don't enter, you can't win. However, you might point out that there's an awful lot of NOT winning on the road to a highly uncertain and often unlikely crown of laurel.

Okay, so it's hard, it's painful, it's uncertain, maybe it's not that much fun, it takes commitment, overcoming fears, enduring pain, investing time. So, the question is: "Why compete?"

Walking onto the floor of the C.R.A.S.H.-B.s for the first time, one thing struck me immediately. An energy suffused the air, filled my lungs, and made my skin tingle even though I was not competing. The buzz clearly came directly from the people gathered in the athletic center. There were teenagers, college students, mothers, great grandmothers, fathers and sons, aged 15 to 91. Accents included everything from South Boston to New Zealand, and several people didn't speak English at all but traveled with translators.

There were people who'd just started rowing on an erg they'd been eyeing at the gym for awhile, people training for the Olympics, and one woman who's been rowing since 1928. Some of the guys stood well over six feet tall with shoulders half again as wide. A few of the girls were so slender I wondered where they kept their formidable strength. Most people looked just like anyone you'd run into at the corner store.

But each and every person had made the pilgrimage to the Reggie Lewis Athletic Center on a cold, grey day in the middle of February to voluntarily give themselves a singular, simple and identical test, row 2000 meters as fast as they can. It is the leveling power of this test that draws many people into competition.

"A test is not something you have to win. A test is simply a way of finding out where you are." These words of wisdom were given to me by a senior black belt when I was about to embark on a test for my first martial arts belt. Since then, I have tested for and obtained belts of many colors. I have also tested myself in runs, a duathlon, a triathlon, and on my mountain bike. I have never won a race. I have never had much of a chance of winning. In some cases, I got worse, not better. Several of these sports are no longer part of my life. But like most athletes at every level of ability and inclination, I value these experiences because each test has told me something about what I am capable of, who I am, and where I am.

At the C.R.A.S.H.-B.s, I watched people break records both personal and global, weep, wail, laugh, scream, and puke, fall off machines in exhaustion, or throw themselves into the arms of loved ones in exhilaration. Many simply stepped off the machine with a deeply satisfied smile on their faces.

Memories of the people at the event have become a part of me and part of the images that fill my head every time I sit down, strap in my feet and start pulling that erg handle into my ribs. It's something a little more complex than simple inspiration. Perhaps the secret, the

allure, the thing that draws us to these kinds of tests is just this: in competition, you get to share a piece of the extraordinary power exerted by every other person out there.

See you there on February 25 at the Reggie Lewis Athletic Center & Indoor Track, Roxbury Community College, Boston, Massachusetts.

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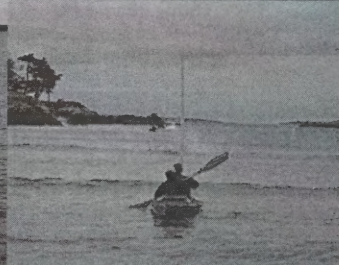
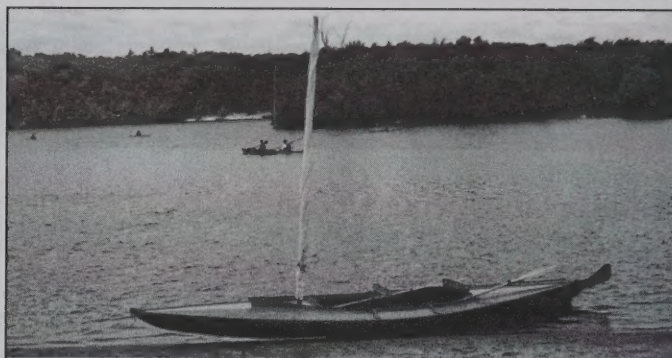
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Overview

On November 15, 2000 the Maine Island Trail Association (MITA) held a public forum to seek feedback from island stakeholders about recreational use on the public coastal islands this past season and to discuss management strategies for 2001. There were over 50 attendees, representing individual boaters, commercial kayak outfitters, camps and schools, schooner captains, coastal residents, island owners, and coastal conservation and management organizations. The meeting was held from 6-8 pm at the Chewonki Foundation in Wiscasset, Maine.

Agenda

The meeting consisted of two main parts, a brief update on the Maine Island Usage Management Project and discussions about island capacities, campsite management, island caretaker programs and group use issues.

Project Update

Project Manager Rachel Nixon reviewed the management goal (to protect the future ecological health and recreational availability of Maine's public coastal islands by empowering visitors to self-manage use) and emphasized that the key to this project's success lies in public input and participation. She noted that a management model based on voluntary compliance must be built by the island stakeholders themselves.

Review of Summer 2000 Strategies

Recreational Use Guidelines: A two-night length-of-stay recommendation and overnight camping capacities were posted on educational signs on 35 public Trail islands.

Site Management Projects: A trial tent platform was constructed on Hells Half Acre. Vegetation recovery/protection zones were posted on Hells and Harbor Islands. Trail maintenance was conducted on Thief Island.

Education & Outreach: Over 200 trip leaders, guides and students received Leave No Trace training through MITA-led workshops. 110 group users were sent public island access and Leave No Trace information before the season. Over 10,500 Fragile Islands brochures were distributed to potential island-goers up and down the coast.

Stewardship & Monitoring: MITA corps of 200 volunteers collected valuable data on environmental conditions and use patterns throughout the summer. Log books were posted on 35 public Trail islands.

Findings from the 2000 Season

Based on the log books, data collection sheets and monitor information, recreational use on the public Trail islands appears to be down in 2000, perhaps due to the unseasonably wet and cloudy summer. Use in September and October appears to be up.

MITA's data suggests that the majority of use came from organized groups with prescheduled trips (camps, outfitters, school orientation trips, etc.), indicating that the wet weather may have discouraged individual trips (families, friends, individuals).

In general, visitors took good care of the islands this season. Only a handful of logs indicated that human waste was left on the islands. There were very few reports of limbing and very little trash left behind. Illegal fire pits sprung up in the traditional problem areas.

There were several island-specific concerns this summer. New pocket campsites sprung up on several heavily-used islands (e.g.



Island Stakeholders Forum

Meeting Summary Chewonki Foundation, Wiscasset November 15, 2000

Steves and Wheat). Jewell Island in Casco Bay continued to see abuse in the form of limbing, spray paint, big parties and the creation of new trails. A large camp group "took over" Fort Island in the Damariscotta River for a good portion of the summer.

Stakeholder Feedback

Concern was raised about Steves Island off of Stonington; high levels of use this summer on Steves has led to environmental degradation in the form of soil compaction and erosion. Sid Quarrier pointed out that the wet, rainy weather provided a much needed watering of the soil and vegetation on all of the islands. MITA Monitor Skipper Ted Scharf mentioned that Muscongus Bay was very quiet this year.

Rachel ended the project update with an announcement that MITA will continue its work on a long-term Trail Management Plan this winter.

Discussion Of Management Strategies

Karen Stimpson, MITA's Executive Director, led the discussion about the specific management strategies that were used in 2000.

Island Capacities

Introduction: Voluntary camping capacities, including number of people and number of groups maximums, were set on 35 public trail islands this summer. The capacities were instituted to help mitigate the effects of increased use by limiting overnight stays, to raise awareness about appropriate numbers, to discourage excessively large groups of 20+ people, and to discourage groups of 10+ people on small islands.

Stakeholder Feedback

The two separate capacity numbers (number of people and number of groups) were hard to understand and the actual wording on the signs was confusing.

It is difficult to determine how often the capacity limits were exceeded. There were reports of high use on Thief, Crow and Potato Islands. Most of the excess was a result of end-of-the-day dilemmas. One group user reported going to three islands in search of an empty campsite and then having to stay put on the third even though it was full to capacity.

There were reports of organized groups setting up "empty" camps the night before to

save their spot for the weekend. By physically reserving their space, the groups would ensure that they would not arrive at an island full to capacity.

Sid Quarrier stated that where MITA has set campsite-specific capacities (Harbor and Thief Islands) the random camping has decreased.

Stakeholder Recommendations for 2001:

Continue with the recommended total number of overnight campers (majority said yes.)

Drop the group capacities altogether (majority said yes.)

Establish campsite-specific capacities (ten attendees said yes.)

Consider posting capacity information at popular launch sites.

Campsite Management

Introduction: As recreational use continues to rise on the public islands, MITA, the BPL and island stakeholders are faced with distinct questions about how to proactively manage campsites. Should we harden sites? Should we designate "official" sites? Should we set campsite-specific capacities? The goal behind campsite management is to protect fragile vegetation and soil by containing use. Steve Spencer from the BPL presented an overview of the tent platform project on Hells Half Acre. He noted that there are many ways to harden a site and that since Hells had no extra soil, the cedar platform was the best alternative to a more natural, native structure.

Stakeholder Feedback & Recommendations for 2001:

Site Hardening

Several meeting attendees concurred that where there are platforms, camping should be limited to that surface. Signs should instruct visitors to "camp only on the platform" so that folks are discouraged from pitching tents around the structure.

It was stated that tent platforms take away from the wild experience. It was also noted that some people would prefer a platform and that some would prefer the ground for camping.

Tent platforms could be used to make rocky areas more "campable", which would increase the space available for camping on the public islands.

Twenty stakeholders recommended leaving up the trial tent platform on Hells Half Acre; two stakeholders felt strongly that it should be taken down. The attendees advised MITA and the BPL not to build additional platforms on Hells.

The majority of attendees advised MITA and the BPL to build tent platforms on other public islands "selectively and unobtrusively" when the structure would directly benefit the island environment.

"Official" Campsites

The concept of "tent sites" or "camping areas" on the islands was raised and the question was asked: "Should MITA define camping areas on the public islands?" MITA volunteer Sid Quarrier answered, "Yes, our next step is to decide what is a site and what is not a site."

Several stakeholders recommended updating the island signs to include site maps directing visitors to the campsites. There was a suggestion to post the signs in a more visible spot near the landing(s). A suggestion was made to label the actual campsites using signs.

The attendees agreed that MITA should

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designate "official" campsites on the islands.

Other Issues

One attendee asked: "What are the reasons behind renegade campsites? Can we assume that people make new sites when the capacity limits have been reached, when they don't know where the established campsites are located, or when they want to be alone? How can we manage for these different situations?" (All of these questions will be looked at this winter).

Forrest Dillon from Maine Coast Heritage Trust stated that campsites should be proactively created by MITA if these new sites would better serve the island's needs. The creation of additional campsites on some of the larger islands, however, would not ease the pressure on neighboring small islands; the recreational experience and expectations are different.

Island Caretaker Programs

Introduction: MITA and the BPL have partnered to hire a caretaker for the Casco Bay islands in 2001. The caretaker will be based on Jewell Island throughout the summer, but will also make runs to Little Chebeague, Crow and Little Snow islands on a regular basis. The caretaker will have a proactive educational presence and promote active stewardship service on the public islands in Casco Bay.

Stakeholder Feedback & Recommendations for 2001:

There was a mixed response about the role a caretaker should take on the islands. Some suggested that they would be happier if they stumbled across a caretaker rather than being greeted upon arrival. Some would prefer being met by the caretaker on the water.

It was emphasized that the relationship between the caretaker and the trip leader/guide of an organized trip is critical.

Maine Guide and MITA member Jim Dugan stated that he thinks the caretaker should act like a friend to the visitors and that he/she should be knowledgeable about the island's history, natural history, etc. The caretaker should be a guide and an educator.

It was noted that the two-year-old caretaker program on Butter Island and the state park ranger model on Warren Island are exceptional models.

Group Use Issues

Introduction: MITA's goal is to work with group users to ensure that they are aware of the recreational use guidelines and "Leave No Trace" practices and to monitor the effects of group use on the individual island visitors. MITA wants to balance the rights of all users when it comes to sharing the resource.

Stakeholder Feedback & Recommendations for 2001:

The question was asked, "What defines a group?" Attendees brainstormed; for-profit outfitters, not-for-profit groups and private "clubs".

There is a certain amount of resentment among private users when groups take over the islands. The question was raised by Karen Stimpson, "Should there be designated group sites on the islands?" An attendee responded with the question, "Would that give the groups more access privileges?" A comment was made that designated group sites might help decrease resentment by physically separating different types of users.

A suggestion was made to establish designated individual sites on the islands to ensure that the rights of the individual are hon-

ored.

One attendee recommended that MITA not adopt a reservation system like in the Grand Canyon where commercial groups get 80% and individuals get 20%. On the coast of Maine, individuals are the traditional users and their rights must have priority.

Charlie Jacobi noted that in Acadia National Park the reservation system limits the number of nights that any one commercial outfitter can book. Charlie stated that, in this model, you have to be willing to let some sites go empty.

Last season, the Maine Association of Sea Kayaking Guides and Instructors (MASKGI) collected itineraries from its members to help coordinate use of the public islands. There was not much overlap or "competition" for island sites between the MASKGI groups who participated in the itinerary swap. MASKGI is considering continuing to coordinate group use among its members in 2001.

There has been discussion about MITA taking on a Group Registration System. The stakeholders advised that such a system is not needed yet. Attendees who use the islands stated that overcrowding or social conflicts are not bad enough to warrant a comprehensive system (including camp groups, school groups, etc.) in 2001.

Many organized groups have established partnerships with private island owners along the coast to ensure access. This is an excellent model.

Other Feedback

The question was raised: "Are private islands being effected negatively by the capacity limits on the public islands?" Karen Stimpson responded that despite all of the publicity about increased use, island owners continue to offer their islands to the Trail system and have not voiced specific concern.

John Foss stated that the island signs are unobtrusive. The welcoming language engages the visitor and encourages a conscientious approach. However, there is too much text.

Next Steps

MITA has formed a Public Island Working Group to meet a minimum of two times over the course of the winter. The goal of this committee is to review the stakeholder recommendations and put forth a sound plan for public island management in 2001. The committee will also help MITA get started on the long-term management plan for the entire Trail. The Working Group will report out on its work at the March stakeholders meetings listed below.

Upcoming Regional Stakeholders Meetings:

In order to make it easier for island stakeholders along the entire coast to participate in the meetings, MITA has scheduled three regional forums in March.

Coming to a town near you! Please join us for one, two or all three!

Portland - Wednesday, March 14. 6-8 pm. Location TBD.

Rockland - Wednesday, March 21. 6-8 pm. Location TBD.

Ellsworth - Wednesday, March 28. 6-8 pm. Location TBD.

In the meantime, feel free to contact Rachel Nixon at MITA with suggestions, ideas, concerns or recommendations (41A Union Wharf, Portland, ME 04101; (207) 761-8225; <mita@ime.net>).

MITA Schedule Winter/Spring 2001

Clean-Ups: Each spring and fall, MITA organizes work parties to clean the trails, shorelines and campsites on the Trail islands. Everyone is welcome with or without their own boat. Clean-ups are weather dependent. Reserve your spot early, as spaces fill up fast.

Outreach Events: Every year MITA participates in, or is represented at, various boat shows, fairs or conservation-related activities. The outreach and education arm of MITA plays an important role in the organization, and we are seeking volunteers to run our booth and inform the public of our mission, values and goals. If you are interested in any of the events scheduled, please contact Tania in the Portland office for more information.

Casco Bay Committee Meeting: Thursday, April 5, Portland. Contact Rachel in the Portland office at (207) 761-8225.

Island Stakeholders Meeting: Wednesday, March 14, Portland. Contact Rachel in the Portland office at (207) 761-8225.

Maine Boatbuilders' Show: March 23-25, Portland. MITA is seeking volunteers to work shifts at the booth throughout the weekend. Volunteers receive free entry to the event on the day of work. Contact Tania at mita@ime.net or (207) 761-8225.

Island Stakeholders Meeting: Wednesday, March 21, Rockland. Contact Rachel in the Portland office at (207) 761-8225.

Island Stakeholders Meeting: Wednesday, March 28, Ellsworth. Contact Rachel in the Portland office at (207) 761-8225.

Little Chebeague Privy Project: April-May, specific dates TBD. MITA is seeking volunteers to help with the installation of privies on Little Chebeague in Casco Bay. Tasks will range from material transport to pit digging to building of the structures. For more information, contact Leanne in the Portland office at mita@ime.net or (207) 761-8225.

Annual May Trail Trip: May 1 to May 22, give or take a few days, depending on the weather. This is the annual spring sweep of all (or most) of the islands on the Trail. For more information, contact Leanne in the Portland office at mita@ime.net or (207) 761-8225.

Western Rivers Clean-Up: Saturday, May 12. Contact Tania in the Portland office at (207) 761-8225.

Stonington Area Clean-Up: Saturday and Sunday, May 19-20. Join us for one or two days with overnight campout. Contact Tania in the Portland office at (207) 761-8225.

Penobscot Bay Clean-Up: Saturday, May 26. Contact Tania in the Portland office at (207) 761-8225.

Muscongus Bay Clean-Up: Saturday and Sunday, June 2-3. Join us for one or two days with overnight campout. Contact Tania in the Portland office at (207) 761-8225.

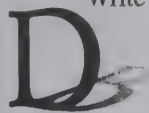
Muscle Ridge Clean-Up: Saturday, June 9. Contact Tania in the Portland office at (207) 761-8225.

Casco Bay Clean-Up: Saturday, Sunday, June 16-17. On Saturday we'll clean Jewell, Little Chebeague, and Crow. On Sunday we'll sweep the outer islands. Contact Tania in the Portland office at (207) 761-8225.

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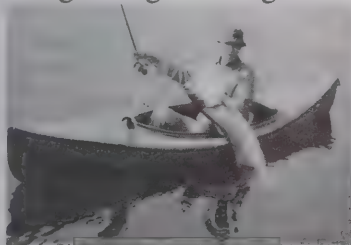
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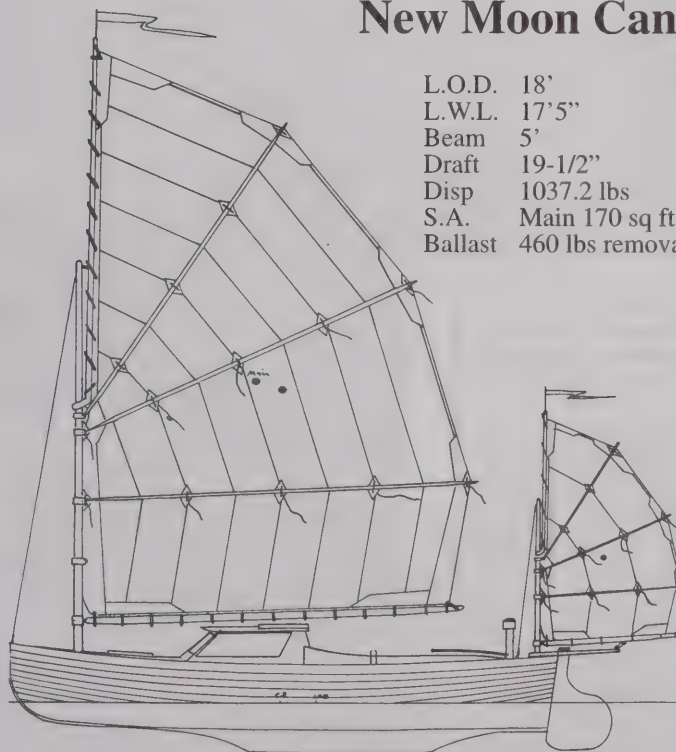
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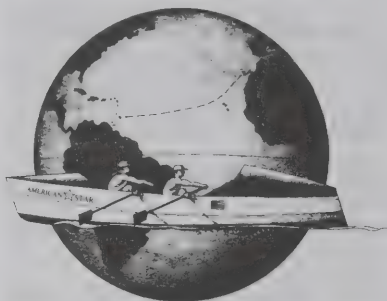
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The boat is designed to undertake a competitively rowed ocean passage, to accommodate two people and to allow simple construction worldwide. To ensure that teams started equally, the boats will be provided to teams in kit form which can be assembled either by the teams, or professionally by their nominated boat builders. Specs are: Length 23.4', Beam 6.3', Weight Fully Laden 1,650lbs

Updates

I'll be bringing you updates throughout the coming months as developments warrant. If you would like to lend support in some way, contact John Zeigler at P.O. Box 45, River Ridge, NJ 07661, (201) 507-1980 or Tom Mailhot at P.O. Box 577, Essex, MA 01929, (978) 852-0845.

Previous reports appeared in the November 1 and December 1, 2000 issues.

In Search of Major Sponsorship

At 8am on New Year's Day, a clear frigid morning, we arrived at the extensive equestrian establishment of one of our local landed gentry to see off Tom Mailhot and John Zeigler with their *American Star*, headed to the New York Boat Show. *American Star* had been offered free a prominent place near the entrance to the show in an effort to attract the attention of persons or firms who might be persuaded to provide some major financial sponsorship for the adventure.

So far, the application for entry and its acceptance, including the purchasing of the kits (two, because the first was irretrievably ruined on glue-up) has been pretty much a self-financed effort, from the resources and ongoing employment income of Tom and John. Some significant support from friends, in cash and in kind, has helped along the two men in pursuit of their dream, but looming ahead still are major expenses that will require the sort of support that can only come from corporate promotional budgets or very deep private pockets. Plenty of room is available on the hull of *American Star* for the display of the corporate logos of any firms choosing to provide needed support.

But now on this frosty morning, it was still Tom and John and a few good friends who were carrying on. Following the launching (see December 1 issue) at the Essex Shipbuilding Museum in mid-October, the space that had been provided there was no longer available as it had been rented out for winter storage for funds the museum itself direly needed. A local equestrian landowner, for whom Tom had done some architectural design work, offered space beneath one of her huge horse barns, and it was here we found *American Star*, deep in a womblike grotto which had been lined

with plastic to not only contain heat from a couple of small electric space heaters, but also keep the barn dust (lotta horses upstairs!) out of the final finish work that had been carried out here in preparation for appearance at the show.

Tom and John and a couple of staunch local supporters were preparing to bring *American Star* out into the light and onto the trailer taking her to New York. But first Tom had to remove one of the two doors so the beam would just fit through. And then it was discovered that the other door could not be fully swung aside due to a large boulder frozen solidly into the ground at the base of the retaining wall beside the entrance. Some persuasion with another boulder finally moved this obstacle and all was set. It looked like they were going to need the help of Jane and I on the straps which would lift the hull from its cradle and carry it outside to the trailer, but several of the barn helpers came slipping and sliding down the icy slope from upstairs to lend a hand, so I was able to photograph the procedure.

The barn help "womanhandled" the bow of the boat through the door and onto the trailer, with Tom, John and their friends bringing out the stern. Soon all was ready for John to drive to New York and undertake the logistical nightmare of getting *American Star* into the tightly scheduled setup at the boat show, which was to open the following weekend.

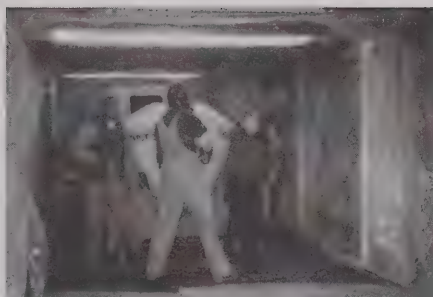
So, what's next in this ongoing saga? Regardless of success, or lack thereof, in finding sponsorship at the show, Tom and John plan next to start rowing the boat on the Hudson in New York where winter conditions are more manageable, and possible discovery by a sponsor still a potentiality. As spring moves slowly north, they will emerge onto the open ocean, and return to the Massachusetts north shore to begin serious offshore, out of sight of land, training. Time will soon be short, as the boat has to be shipped overseas in August.

Lining up the trailer at the entrance to the grotto.





Tom removes one of the doors...



...and a stubborn frozen in boulder blocking the other door's opening fully.

Unveiling *American Star* deep within the grotto.



The barn help to the rescue, undertaking to carry the bow of *American Star* out the door and onto the trailer.

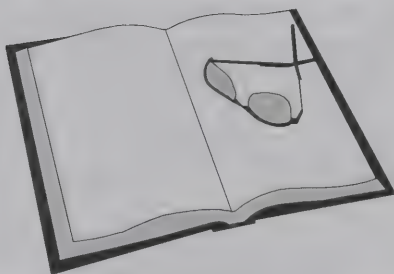
The adventurers, John Zeigler (left) and Tom Mailhot and their handiwork.



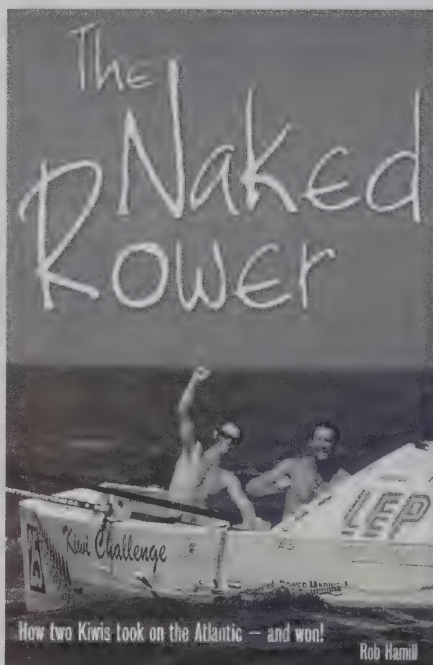
On January 2, a day after we saw off Tom Mailhot and John Zeigler to the New York Boat Show with their *American Star* entrant into the Row 2001 Atlantic Rowing Race (see report in this issue), this book arrived in our mail from a New Zealand subscriber. How convenient, for this is the story of the initial 1997 race written by one of the winning New Zealand team. Now we could find out what this adventure Tom and John are embarked on is really like, from the perspective of the first winners.

What about that title? Yeah, well as you can see from the cover, here are two rugged guys celebrating their victory as they arrive in Barbados, not quite revealing to the camera just how naked they are. But, this was not some form of weird exhibitionism, for author Hamill had discovered underway that he was far more comfortable rowing on the form fitted rowing seat tailored to his butt wearing no shorts at all. He had some difficulty revealing (!) this fact to his partner Phil Stubbs, a cop, what with its implications about his persuasion, but when he did, Phil tried it (he was far more conservative than Rob) and agreed. Hence, the title.

That Rob wasn't quite sure about Phil's reaction was due to their not being long time rowing buddies, but rather a team formed by Rob from a short list of potential companions, for it was Rob's idea to enter the race. Rob has a long list of major league Olympic level rowing credentials and an ego to match the dedication required to achieve what he had. While he narrates the entire tale, we still get a pretty good insight into his ego in action. Phil the silent partner, is fully credited by Rob de-



Book Review



The Naked Rower

By Rob Hamill

231 Pages Soft Cover 6"x9"

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spite this egocentricity, they did get along overall well enough. But the taciturn Phil Stubbs remained a bit more of an enigma, as he apparently was to Rob.

Rob had several close friends who wanted to partner him, but he was pretty realistic in his final choice, his volatile nature required the solid anchor that Phil supplied, along with Phil's absolute refusal to never, never give up anything he undertook to do. Phil's background was in diverse adventuring off-duty, with surfboat racing a major activity. Neither had any open oceangoing experience.

The book proceeds chronologically, starting with Rob losing his job when he asked for a leave of absence, and lingers a long while over the fund raising. Initially he gets the \$20,000 to enter from a bank's credit promotion scheme, happy to lend it to him, no ques-

tions. After that it is a long struggle. One important success was getting New Zealand's international airline to take the boat and the team to Europe because the promotion guy at the airline happened to come from Rob's small town neighborhood and had some good old home town boosterism. That's how it can work.

To understand why Rob spends so much time chronicling the scale of the fund raising struggle, his list of those who did come forward to finance his dream adventure in the back of the book lists 12 "Gold Sponsors", 61 "Support Sponsors", a "Post Race Consortium" of 9, 4 "Supporter's Club Golds", 15 "Supporter's Club Silvers", and 124 "Supporters".

Rob tells the story well, it gets a grip on you, and it's more than just a log, there's much ado about the relationship of the two men at times, and an ongoing agonizing over not knowing how well they were doing as they'd sacrificed a lot of conveniences and comforts, including sophisticated radio communication equipment, in the interest of weight saving. And, because of confusing assurances from different members of the organizing staff at the start, they were never sure all the way across if their boat would weigh in at the finish above the minimum, was the water ballast counted or wasn't it?

Rob fills us in on the fortunes of others with benefit of some hindsight and from occasional info they got enroute from their limited range VHF radio and a visit from one of the chase boats. Twenty-four of the thirty starters did finish and there were no fatalities or major injuries so the concept seemed to work.

This is a great read if you like contemporary adventure afloat stories, and especially if you are a rowing enthusiast. The human dimensions are well developed, all those who Rob writes about come alive with all their peculiarities (including race founder and world-renowned solo rower Chay Blyth) and while at times I found Rob's egocentricity a minor irritation, it did establish him in my mind as a very credible person.

He finally acknowledged his ego's existence on page 162 when, as a result of a confrontation with Phil, he actually brings himself to apologize, which Phil gracefully accepts. Rob afterwards mused, "I had learnt a lesson. The importance of eating the proverbial humble pie was brought home to me. It was a thoroughly enlightening moment to have buried my ego for once and to have been rewarded with a really positive response from Phil."

Shortly after arriving home to much New Zealand accolade, while touring the lecture circuit to pay off the huge debts he had run up, Rob learned of the sudden death of Phil in a lightplane crash. Sport flying was another of Phil's interests. Both had planned to enter the Row 2001 race, but each in his own boat with new companions. Now Rob no longer could share the ongoing adventure with the man who, as I came to realize from Rob's narrative, made their win possible.

Perhaps reading this book will interest you in what Tom Mailhot and John Zeigler are attempting to do as the ONLY US entrant amongst the 50 readying to take on Row 2001. If so, read my report on their progress to date in this issue and perhaps you will think of some way you might wish to support them.

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My wife, Judy, and I are avid sailors. In previous years, we lived aboard a sailboat twice, and had done numerous charters in the Caribbean and on the west coast. We love the ocean, not to mention each other, and had planned this trip as a special 40th anniversary adventure. This particular trip was in new waters for us, but was not considered hazardous territory. The first eight days of our 10 day bareboat charter had gone well, as expected for an idyllic sail in the tropics. They were spent cruising among a bucolic chain of islands in the Caribbean Grenadines, which is a string of islands that stretch from St. Vincent south to Grenada. Paradise was not lost, as we spent the days discovering new places and people, and simply enjoying the beauty of the ocean. Our sailboat (a 1992, 38' Beneteau) was a bit old by chartering standards, but was clean, reasonable well-equipped, and seemed in good condition.

On the ninth day, the story changed. We were sailing on a northern heading, five miles from the island of Canouan with our destination Bequia. At 9:30am, I was at the helm and Judy was in the cockpit. The sky was clear and the trade winds were normal at 20 knots from the east-northeast. We were under sail, and had been for more than one hour. At first, my mind blocked out the smoke bellowing from the cabin, but before long, my senses served me right. Smoke! With my mind racing, I tried to comprehend what would be the source of the smoke. Engine off. Check. What could cause it?

As the smoke thickened, Judy stepped below to investigate. Without hesitation, she released the fire extinguisher from its bracket and began searching for the right pins and levers to activate it. Frustrated and anxious, she quickly reminded herself that as soon as the chaos is over, she's going to learn how to activate the extinguisher blindfolded.

We soon discovered that the fire was coming from the engine compartment beneath

Escape From Northern Winter

By George Haecker

the companionway steps. Despite the fact that the engine wasn't running, the fire was electrical, caused by a short between a power cable and the engine. Judy, without good fortune, abandoned her effort to activate the extinguisher, and traded places with me. I took my turn at pulling, pushing and squeezing every conceivable part of the handle, and it eventually activated and a powerful stream shot out directly at the blaze. But as soon as I had the fire under control, it started up again with new electrical arcs. This battle ensued for a few minutes until I wedged a wooden block between the shorted cable and the engine.

By now, the cabin was so thick with smoke that I had to use my hands to feel my way back up to the deck from below. The smoke combined with black soot from burning insulation left me looking like a weary coal miner who had just ascended from a deep shaft to welcome the light at the end of the day. I collapsed in the cockpit, turned to Judy and could only muster the words to say, "This sure beats golf, doesn't it?"

We were still underway, thinking that the worst had passed. I went below to open the hatches and clear the air. Smudge and soot covered the floor and cabinets, but I thought little of it. At least we were upright, conscious, sailing and able to dream about the previous eight days. For a fleeting moment I let my guard down. We had just survived an inferno on water, but looking northeast I could see that the wind was building with squall lines on the horizon. I was back on the defensive. My mind began to race again in high gear, while I wondered if the engine would even go into gear. I

knew it would start, but the fan belt which cools the engine had burned through and consequently the engine was useless. Fortunately, the electrical short didn't drain the batteries, so there was radio power.

I attempted to contact our charter base. No answer. Again, I tried. No answer. Before long, I expected a divine voice to thunder back with the obvious, "Get the hell off the water." Eventually, I made contact, but it was poor reception over a long distance that cut in and out with only fragmented utterances to interpret. But despite the odds, as the squalls thickened, and as if the divine truly did answer, I made clear contact with our base and we established a game plan. We would sail to Bequia, anchor there and determine our next step.

It all sounded simple enough, but as the morning wore on, the weather worsened, and our course to Bequia was dead into the wind. Our destiny was obvious, dead into me wind with a dead engine, a difficult slough. To increase our chances of celebrating our 41st anniversary, we resolved to take a longer but more achievable course north to St. Vincent.

In the meantime, the charter base had sent out a chase boat to assist us. We maintained radio contact with the chase boat and gave them our estimated positions as the crew searched for us. At one point, the chase boat thought they had spotted us and instructed me to light a flare. With limited visibility and only confused position statements, every time the crew thought they spotted us and were closing in, it proved to be a false sighting. Morning turned to afternoon, and we continued north unassisted and unnerved, while the chase boat returned to base for fuel. We were on our own again. Eventually, wet, tired and covered with soot from head to toe, we safely reached St. Vincent in the early evening. Our charter company assisted us to an anchorage, gave us a room, and we collapsed with memories of our 40th honeymoon.



A friend once commented that the biggest difference between traveling by Winnebago and traveling by boat are all the things you can't see. He was referring, of course, to what lay beneath the water. This struck me as fairly insightful considering the nasty things that can happen to a boat and crew once familiar waters are left behind. Of course, a touch of seamanship and a solid vessel will usually get you through the rough spots, but most people don't mind a little good luck on the side. For those of us who are still learning the ropes, or forced to cruise on a budget, luck can sometimes be essential equipment.

I usually take my good luck with me in the persona of my buddy John Faith (aka "Lucky John"). John has a good karma which, I'm pleased to say, has rubbed off on me on a number of occasions. This past summer, we shoved off for a trip up the Jersey coast to Great Bay in my 26' cabin sloop, *Sun Bum*. Our float plan was to follow the Intracoastal Waterway from our home port of Ocean City to Great Egg Inlet, then sail the coastal waters of the Atlantic northward to Beach Haven Inlet where we would re-engage the ICW to our destination. Sixty miles, give or take.

Originally, John and I had gotten acquainted sailing Hobie Cats off the beaches in Ocean City where he once achieved the distinction of being rescued by the Coast Guard twice in one week. Since then, our contrasting approaches to travel by sail have alternately complemented and counteracted the others' natural tendencies. John Faith is essentially fearless and spontaneous. I, on the other hand, tend to spontaneously avoid situations requiring lack of fear. Things balance out fairly well most of the time.

The Jersey shoreline, for those unfamiliar with it, is a string of long thin islands which protect numerous back bays and waterways from the ravages of the open ocean. The passages between these islands take the form of inlets of varying degrees of unfriendliness. Narrow channels and shifting shoals can get mighty nasty with the right swell and wind direction, so I always anticipate the worst when approaching an unfamiliar harbor. John doesn't care, but I feel it's part of the skipper's job to worry. On this occasion I could have saved myself the trouble, at least on the outbound leg. After a pleasant reach up the coast we re-entered protected waters through a calm and well marked channel. Once inside we wound our way through a maze of islets until we reached mile marker 55 at the mouth of Great Bay.

Now, Great Bay has always appeared on our charts as a clearly worthy destination. Its thirty square miles of water are surrounded by natural habitat largely unsullied by the typical over-indulgence of our species. Besides, we had never been there. We entered the mouth of the bay with the air clean and clear, the horizon low and uncluttered, and the breeze inviting. We took a port tack and set a compass course for Mystic Island and the Cozy Cove Marina.

Arriving at our destination with the sun low, we were surprised to learn that no transient slips were available in spite of it being off-season. We soon realized that the crowd of power craft jamming every corner of the one and only marina on the bay were poised for the start of the fall fishing season. As we contemplated potential anchorage sites, a dock-side voice said, "You fellas are welcome

Cruise to Great Bay

Luck as A Heavy Weather Strategy

By J.B. Wilson



Sun Bum.

to tie-up for the night at the end of the gas dock." We gazed up into the smiling countenance of Beth, the dock person apparently in charge of such matters.

That settled, we inquired about walking distance to the nearest bar stool and were promptly offered a lift from one of the marina regulars. This place had a good feel to it, we decided, and dinner and a beer at the Mystic Casino (which was not a casino at all) turned into a late night. A lift back to *Sun Bum* by a couple of locals was justly rewarded with a round of on-board brews, and our late night turned even later.

This last indulgence was eventually regretted as the bumpity-thump of excessively eager fishermen filled the pre-dawn air, ending our pathetic attempt at sleep. We roused ourselves and decided it would be best to make the most of the day ahead of us. Prior to departing, our offer of payment for our berth was waved-off with a friendly, "Forget it," as Beth untied our dock lines (I remind the reader that this is southern New Jersey, not to be confused with the infamous urban territory slightly to the north).

We spent pleasant hours gunkholing up the Mullica River, past the Chestnut Neck boatyard to Port Republic. Returning, we enjoyed a brisk late afternoon reach across the bay and then jumped back on the ICW where

we eventually found ourselves watching a glorious sunset from the town dock of Beach Haven on Long Beach Island. A pleasant evening followed which saw us roving this classic shore town like a regular couple of sailors until the anticipation of another dawn departure persuaded us to be in our bunks at a more reasonable hour than the night before.

The following morning, reports of an approaching foul weather front advised a prompt return to Great Egg. A tropical low was marching up the coast and the last thing we wanted was to be caught out front in unprotected water. The gale force winds forecast for that evening seemed like nothing but a bad rumor, however, as we broke out into coastal waters under a brilliant blue sky and moderate breeze. Still, the long-period swells we encountered were a reminder that we would appreciate being snug back at Blue Water Marina well before dark.

In anticipation of the breeze clocking around to the southeast we decided to avoid a rhumb-line beat to windward and instead headed further offshore. The growing ground swells made for an entertaining homeward transit as our return tack had us giddily surfing the sea that rolled under us. Nearing shore, the landmarks of our home inlet slowly came into recognizable view. By the time we made it to the bell buoy marking the inlet channel, however, we realized we had ourselves a bit of a problem.

In spite of the fact that an incoming tide would normally quiet the inlet waters, we saw an unbroken line of white spray across the channel mouth accompanied by the unmistakable thunder of breaking surf. The swells which had entertained us all day had arranged a rather nasty welcome for us. Mindful of the falling barometer and the increasing hum of wind in our rigging, we anxiously searched for a gap in the breakers. With no safe route readily apparent we soon realized that we were squandering precious daylight. John suggested a call to a liveaboard charter skipper he knew who was berthed just inside the inlet mouth.

Responding to our call, Captain Ed graciously offered to take a look at things from his side of the water where conditions could be better assessed. As the sun sank toward the horizon, John and I battened down the hatches in preparation for the worst. Before long, we watched as a twin-prop Bertram punched its way toward us through the line of surf. We knew it was twin-prop because, for a brief instant, we could clearly see them both churning the thin air under the boat's hull!

As Ed approached we could see him shaking his head as he sized up our vessel. Gallantly, he offered us a towline as the only chance our slower boat would have to outpace the waves which would surely broach us. John was game until I reminded him that *Sun Bum* was the only boat I had. I suggested we back-track and try our luck at Absecon Inlet to the north. Leaving more effusive expressions of gratitude for another time, we waved to Captain Ed and headed into growing darkness and building seas.

The forecast winds were arriving on schedule as we paralleled the shoreline of Absecon Island under power with sails furled. Figuring approximately twelve miles to our hopefully more navigable destination, I checked our fuel gauge and did some mental calculations. Keeping our thoughts to ourselves, we made our way through a darkness

filled with wind and water and contrasted by the brilliant shore lights to port which did a nice job of obliterating our night vision. The cloud cover which had crept in with the low pressure front eliminated the moon and stars and whatever sense of horizon we would normally have had. I'd been on the water at night before but always in protected water and under favorable conditions. This was a different animal. I briefly second-guessed the wisdom of rejecting a familiar inlet in fading light in favor of an unfamiliar one in darkness.

Distracted by a muddy mix of images, motions, and thoughts, I wound up pinching too close to shore. My mistake. From out of the darkness my peripheral vision caught a glimmer of shore light reflecting on the approaching wall of water. My heart skipped that old proverbial beat as I realized just what I was looking at. The fatigue of a long day was instantly erased by a double shot of adrenaline as I spun our bow to starboard and hit full throttle. We felt the boat under us doing its best to stand on its tail as it climbed the face of a wave which couldn't possibly have been as big as it seemed. We launched over the crest and slammed hard into the following trough as the first wave broke immediately behind us. A second wave rose to greet us. Again we climbed up only to crash down. Lucky John calmly suggested that heading a little further offshore might be a good idea.

Continuing on, we heard the approach of a familiar sound. It was the Coast Guard helicopter flying low just slightly to seaward of us. That distinctive whine of turbine power makes our friends in orange easily recognizable under any conditions. I've often thought to myself how welcome that sound would be under any number of unfortunate circumstances. On this occasion I thought, "Some poor sap is having less fun than we are, what kind of idiot would be out here on a night like this?"

As our fuel gauge got lower we approached the blazing Atlantic City skyline. Things were getting really rough. This was no longer fun. After managing to locate the buoy marking the inlet, we struggled to make sense of the confusion of shore lights in front of us. Unfortunately, the only things that weren't lit up were the rock groins we knew were somewhere alongside the inlet entrance. We were thankful that the deeper channel had eliminated the problem of breaking seas. Tired of feeling like a cork in a washing machine, we made our best guesstimate, took aim, and headed in.

Almost immediately the sound of a loud-speaker at our stern had us throttling down to face the flashing lights of the Coast Guard dinghy and AC Marine Police. With our unexpected escort we soon found ourselves in a subdued waterway leading to the marina at the foot of Trump Casino. Here we learned that the helicopter search we had witnessed had been for our benefit. Apparently someone on shore had seen a sailboat struggling among the breakers and had made the assumption that we were in need of assistance.

We explained with embarrassed insistence to our would-be rescuers that we ourselves had not called for help (although I do recall uttering a few low volume pleas to a higher authority). They good naturedly took our names and vital info, wished us a safe conclusion to our cruise, and disappeared back into the dark. We, with equal good nature,



Skipper, crew and dock hand Beth at Great Bay.

headed for the all-you-can-eat buffet at the casino.

We awoke the next morning to a bizarrely beautiful scene. The storm front in place around us was accented by a full horizon-to-horizon rainbow to the west and the neon of the casinos in the east. We shortly headed down the protected ICW route south to our berth in Ocean City. As John Faith and I shook hands and prepared to part ways, I earnestly suggested he might want to consider using an alias if he ever really did need the Coast Guard again. They might decide to start billing him.

Safely home.



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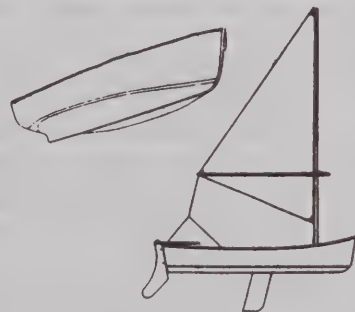
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(In August, 1894, my grandfather, Harvey Lines and his brother Clarence, joined the two week summer cruise of the Knickerbocker Yacht Club in Long Island, New York, founded 20 years earlier. They were ages 21 and 18. Harvey, the older brother, kept the log for their yacht, *Panchito*, a gaff-rigged catboat with a cabin.

With the enthusiasm of a young man, Harvey included everything that happened on this adventure: every bowl of oatmeal for breakfast, every canned peach at lunch, and the exact time of their waking, dining, smoking, and retiring. What follows is an abridged log of that cruise, which is a window into a way of life messing about in boats a century ago.)

August 4: Left College Point anchorage at 3:30 with a single reef, cruising eastward. We went along at a lovely rate with our lee rail under. Reached Greenwich without a mishap at 6:30. Talked, smoked and read until 10:30 then turned in. Clarence slept on the floor, while I slept on the seat.

August 5: Indian Harbor. We turned out at 6 o'clock. Swabbed decks and cleaned the sides then cooked breakfast. We read the paper and smoked until 11:10, then started to get underweigh. On reaching Penfield Reef Light, the topping lift became caught in the gaff. I, Harvey, went up to free it, but could not pull it out from the deck, so I swayed out with it, and much to my surprise the thing suddenly came out and I went overboard with all my clothes on. I hung onto the lift, and after some struggling, I managed to get aboard. Later Duke doctored my sunburnt arms which are pretty sore.

August 6: Black Rock. I suffer like hell with sunburnt shoulders. I have been reading part of this eve and Clarence has been looking over the chart. Before retiring, we gave orders for tomorrow's breakfast to the man who supplies the boats here with grub.

August 7: The Thimbles. Rae and Sinkerson came over and invited us to luncheon with them on board the *Minute*. The invite was accepted and they took us back with them. One of the novelties was a tablecloth and napkins which are unknown articles aboard the *Panchito*. In the eve, after tea, which was made up of coffee, rolls, and boiled eggs, and preserved peaches, we rowed ashore to Pot Island, played pool and jollied some girls, and then we went to a "hop". I talked to the girls and Clarence played pool with Rae.

August 8: The Thimbles. Wind southerly. Made good time until we reached the Connecticut River when the wind died out completely. After some time the wind sprang up again, and we went along at about a three-mile clip until within about three or four miles from New London when a heavy blow came up (at least a single-reef breeze), and we ran into the harbor (New London) like a scared cat. We went over to the *Flounce*, where we had a couple of glasses of claret punch, then left and went back to our boat and retired at half past eleven. It was raining when we retired. I only saw one pretty girl in New London.

August 9: New London. At 11:15 we got underweigh. We dropped anchor at Shelter Island at 8pm. After furling sail, we got supper, consisting of soup and coffee. In pouring out a cup of coffee, I upset the coffee pot all over one hand and my foot. The cabin was flooded with it, and it took us almost an hour to clean up. We finished supper without any

Log Book Of a Cruise On the Yacht *Panchito* 1894

From Betsy Morris

coffee, as I had had too much to suit me for one day.

August 10: Shelter Island. We made sail for Greenport. It is fair sized with the principal street running along several blocks. On it are all the stores in town in which one can buy any conceivable thing. We bought a lot of stores and ice. After fixing up we had the *Flounce* boys on board and had whiskey, ginger ale and crackers galore. When they left, they were all feeling merry.

August 11: Shelter Island. We went to the Prospect House (Shelter Island Heights), wrote letters there, then strolled around town. Saw countless numbers of pretty girls. We bought some papers and magazines. Then got aboard the dinghy, rowed over to the icehouse, bought some ice and fish. Got back to *Panchito* at 1:30; lunched at once on tongue, bread, jam and pie. Washed it down with a bottle of ice cold beer.

When the sunset gun went off at 7:50, I took in the colors, put up the night pennant and the anchor light. There is a large, large fleet of yachts at anchor here, including five large steam yachts, one of which made the early part of the eve discordant by giving a cornet solo, which was enough to make the Saints turn in their graves. After playing an hour or so, the noise suddenly stopped. I hope they killed him. We retired 11 o'clock. Clarence dropped ice pitcher overboard.

August 12: Shelter Island. I cleaned out my side of the boat, which Clarence had decorated by upsetting a cracker box half full of soda crackers.

August 13: Shelter Island. Sailed over to Greenport, went ashore, bought some ice and meat. Had a glass of very good ice cream soda. Saw lots of "chips". Rowed back to the *Panchito*, sang and talked. I wrote the log (this), and Clarence pumped out the boat (which has a small leak, somewhere)

August 14: Greenport. At 7:30 left Greenport with two reefs, a heavy gale blowing from the NE, which continued until 9:30, when a dead calm set in which lasted until 1:30. When the wind came up, it was from the SE and blowing a nice full sail breeze. We continued our way past the Comfield Light Ship. We sailed along smoothly, steering by the compass, having laid our course (NW by West from Plum Gut), wind SE. At about 4:00, it changed to SW; passed Falkner's Island Light at a good rate heading for the Thimbles.

Then within half a mile, Clarence told me to change course to NE (Clarence was acting as lookout, as it was getting late, dark and foggy). I altered the course as he advised and let him take the tiller. On looking ahead, I found that he had made a mistake by taking a point of land for the Thimbles. I altered the course, and we ran in the harbor by South Channel with sidelights burning, after having lost half an hour by Clarence's blunder.

August 15: The Thimbles. After breakfast, pumped the boat out, washed dishes, and

cleaned up. At 11:30am got up sail and started out the main channel with the wind from about SW by South and very light. The tide was against us (running in), so we took turns towing her with the dinghy. We towed her almost half a mile and found it very hard work. The wind increased steadily, so that when we reached Branford Harbor, it was all we could do to carry full sail.

Saw Tom at the Branford Point House. He was playing billiards. After he finished, he introduced me to a crowd of fellows. We had several balls. Tom threw dice. I lost a dollar and quit as it was supertime. At 11 I rowed back to the *Panchito*. The rain had stopped. While it was raining, my window leaked badly, but my bed did not get wet, as Clarence had shifted the bedding. We retired at 11:30, having pumped out; the water was up to the flooring.

August 16: Branford Point. At 11, rowed ashore. I spent the morning talking to L. L. who was very sweet and attentive. At 1:50 we said good-bye. Miss L. L. gave me a very sweet kiss on parting. We got underweigh at 2:30, bound for New Haven. Dropped anchor off the NYHC at 5:15pm. At about 7:30, we went ashore without any dinner as neither of us were hungry. We had some very good ice cream at a store near the Green. Walked up and down the street twice looking at the sights and "chips" who were not very pretty, but numerous.

August 17: New Haven. Clarence pumped out the boat which seems to leak more every day.

August 18: New Haven. At 10 got underweigh with a very light wind from the south. After beating out of the harbor, the wind freshened to a stiff breeze and continued getting stronger. The sea became very heavy and the waves were almost 5' high; so heavy in fact as to throw our boat out of her course whenever they struck her. When we got within about two miles of Stratford Light, we had to lay to, and put in a single reef, which was very difficult, as the sea was so heavy as to make standing almost an impossibility. We sailed along more easily under the reef, but had to pump every hour, as the boat is leaking frightfully. We pumped the boat out at just 12 midnight and both turned in.

August 19: Black Rock. At 2am, Clarence got up and pumped out the boat. I pumped out at 3:30am and set the alarm clock for 5am. The clock went off but did not awaken us. At 7:30 we woke up and found two inches of water on the cabin floor. We started pumping at once and at 8:30 got underweigh with a very light SW wind. I took the tiller after breakfast and Clarence pumped out and washed dishes from 10 until 11:15. There is almost a calm, and it is as hot as ---.

The wind became so heavy that at 4:30 we put in a single reef underweigh (3 miles NE of Eaton Point). Hoisted the sail after reefing, and had just got it set when the lacing on the gaff at the throat got loose, and in a minute the sail was half off the gaff. We took almost 15 minutes to lower the sail as the gaff would not come down.

After fixing it, we hoisted the sail again and had hardly got her up, when the lacing came out at the peak of the gaff. We had to lower sail again, and tie it in. When we were fixing it for the second time, the boat got in the trough of the sea and rocked so that the shade and chimney of the lamp fell off and

were broken into about nine million pieces and fell all over my side of the cabin.

At 5:30pm we decided to run into Cold Spring Harbor instead of going to College Point, as the wind was getting around west and we were almost 30 miles from College Point, which would mean getting there between 1 and 2 o'clock in the morning. It was very chilly; we both had our sweaters and coats on. Dropped anchor at Cold Spring Harbor at 10pm. After fixing up the boat, made our supper on tomato soup without bread as we were both too tired to go ashore to get any provisions having sailed 13-1/2 hours. Note: We pumped the boat out just 16 times today. The cigarettes gave out.

August 20: Cold Spring Harbor. I pumped the boat out at 1am, then Clarence pumped at 3:30am, and I again at 5:45. Clarence got up at 7:20 when we did some more pumping. After breakfast got underweigh. NW wind and very high. The tide was against us and the wind was head on. Had lunch of preserved peaches and deviled ham, but no bread. We suffered very much as all the cigarettes are gone and the tobacco is damp. Boat still leaking badly. Has to be pumped out every half hour. Dropped anchor at 9pm at Sea Cliff off the Sea Cliff Yacht Club house. I dressed and rowed ashore, bought bread, coffee, sugar, 10 packs cigarettes, etc., etc., and telegraphed Father.

August 21: Sea Cliff. I got up at 1am, pumped. At 3 we both got up, put out the spare anchor, as it was blowing "great guns". Clarence pumped out. After reaching Throg's Neck, squall came up and we went along with the sail flapping. It was all we could do to hold her to it. After several tries, we made our buoy at 4pm. I rowed ashore and got Benny and rowed back. Benny towed the boat ashore and we beached her, as she was leaking horribly.

(And so ended the adventure, with Harvey and Clarence going home to Mama in Flushing, and the *Panchito* pitifully leaking on the beach.)

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All My Girls
A Memoir By
Captain Tom Morse
Illustrated By
Captain Joe Sinagra

.... And just when you thought Capt. Morse had hung up the nets, retired the traps and was puttering around on the wharf, he has quietly taken pen in hand and recounted the details of his second life --- a nautical Henry Higgins, if you will, gathering together his harem of broad in the beam, down in the counter, rag tag, used up and abandoned damsels in distress...

"All My Girls" celebrates a way of life Gloucester has good reason to be proud of, and Morse is an earnest and charming spokesperson."

- Rae Francoeur
Salem Evening News, Sept. 7, 2000

For your copy, send \$9 check to:
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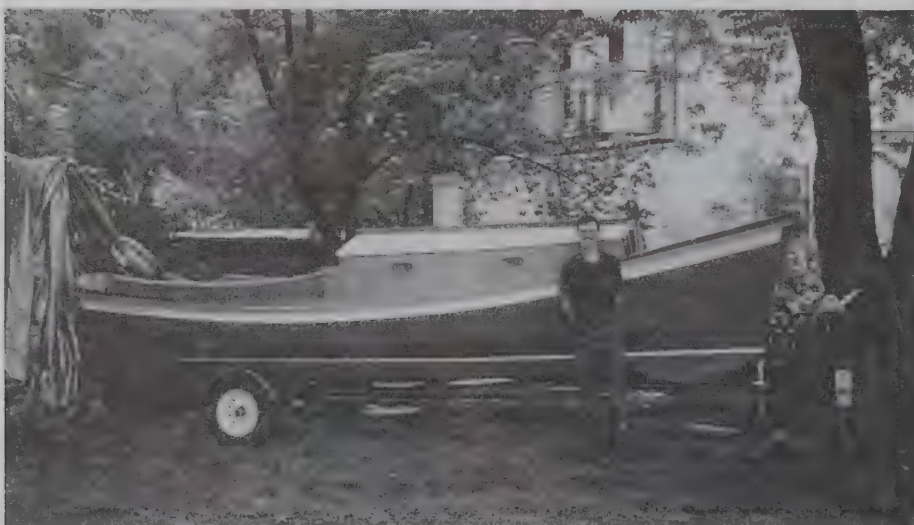


At cruising speed 10/13/00.



Waiting to lock through.

Finally on the trailer 5/27/00.



SkiffAmerica 20

By Bill Dulin

The SkiffAmerica 20 is a 20' outboard cruiser designed by Kilburn Adams of St. Louis, Missouri. Kilburn and I have been friends for a long time. For some years he had been talking about building a boat for cruising the inland water system. Living in St. Louis gives us access to most of the inland waterways in the United States. When he talked about building his boat I joked that he could build one for me while he was at it. His idea was for a flat bottom, shallow draft, planing hull design which would be lightweight, economical to operate and easy to trailer. It had to be small enough for one person to launch but large enough to sleep two comfortably. It also had to be easy to build even for a first time builder (me). The SkiffAmerica 20 was the result.

Since I had not built anything out of wood since high school shop (except for a few model airplanes) I thought I would just buy a commercially built boat instead of trying to build one. The only one I could find that I liked was cost prohibitive. It also lacked many of the features of the SkiffAmerica.

The preliminary plans were completed in 1998 and Kilburn built a 5' long 1/4 scale model for proof of concept. Seeing the model perform convinced me it would be a marvelous boat. It was then that I decided to build the boat. I convinced Kilburn to sell me a copy of the preliminary plans to show him that I was serious about building the boat. He still wasn't convinced since I didn't even own a power saw. I think he changed his mind when I suggested we order enough wood to build two boats.

We decided to use okoume marine plywood because it is lightweight and easy to work. Mahogany and hardwoods purchased at the local lumber yard were used for trim, gunwales, railing, etc. The plywood arrived on the 8th of April 1999. Kilburn had his boat finished and in the water by October. He had completed everything except the cabin interior. Both boats were built outdoors and when not being worked on, were covered by a tarp.

I built my boat by myself. It was built in my backyard under a maple tree. The tree was nice shade in the summer but in the spring and fall something was always falling from it (seeds, leaves and blossoms). I strung a clothesline from the house to the garage and suspended a tarp over the line for cover. By fall (1999) my hull was finished and painted. After the winter, work was resumed in earnest in March and the boat was completed in time for the Rend Lake, Illinois Messabout on June 10, 2000.

From June to November I put over 130 hours on the engine hour meter and traveled over 1,000 miles on the water including lakes in Texas, Oklahoma, Illinois and Missouri and the Mississippi, Illinois and Kaskaskia Rivers. I have trailered it from South Texas to Iowa (over 3,000 miles) and have had no problems. I am still amazed at the beauty, performance and utility of the boat.

Everywhere I go it attracts a lot of attention. There are always plenty of questions which I don't mind answering because I love to talk about my beautiful boat. The boat has

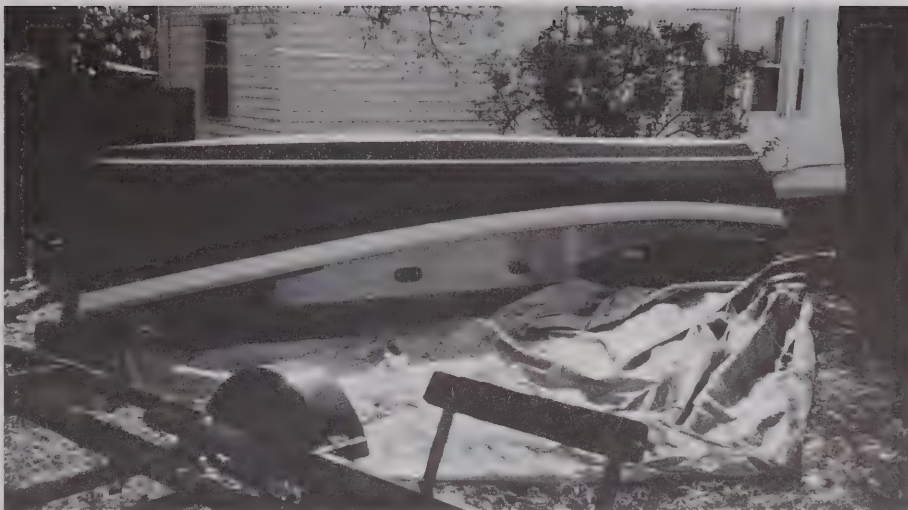
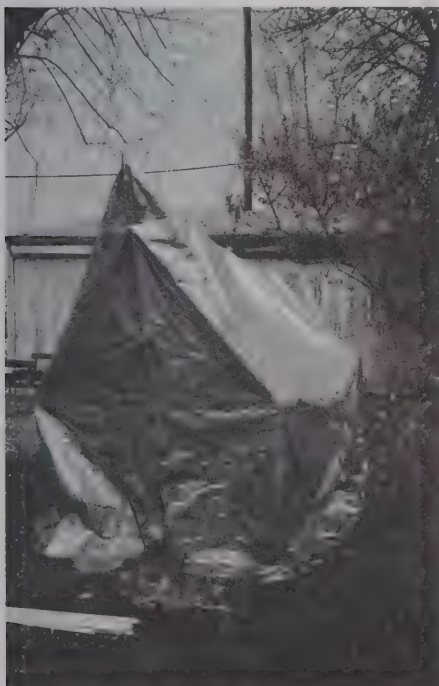
exceeded all of my expectations. The top speed is almost 25mph with the 25hp, 4-stroke Yamaha outboard engine. The boat cruises easily at 14-15mph at 4,000rpm (2/3 throttle). At that speed it gets over 10 miles per gallon of fuel while burning 1.2 gallons per hour. The 6.6 gallon tank, which came with the engine, plus an extra five gallon container will extend the range to over 100 miles.

I have spent many enjoyable nights on the boat both in the water and as a camping trailer. The cabin is 7-1/2' long and is open for easy access to the bow. A snap-in frame and cover convert it into dry, cozy sleeping quarters in a matter of minutes. It sleeps two comfortably in V-bunks which run the entire length of the cabin.

The longest trip was made on the Mississippi River over Labor Day. Two of us cruised from Muscatine to Dubuque, Iowa. We spent five nights on the boat and traveled 268 miles. We locked through 10 times (5 locks each way). On the return trip we were caught in a thunderstorm in the pool above Lock & Dam #13. This pool is the largest body of water on the trip and the channel runs through the middle of it. The storm caught us just as we entered the widest part. We found ourselves alone in the middle of the lake with the wind, rain, lightning and large waves. The boat handled marvelously and got us to the lock safely. This winter I plan to take the boat to Florida to escape the worst part of the St. Louis winter.

Kilburn was finalizing the plans/instructions as I write, and they should be available by the time you are reading this. I have seen what he has finished and I can say that they are the most complete boat plans I have seen. They will be easily followed even by the first time builder. More information and pictures can be found at his web site: <http://www.stlmusic.com/skiffamerica>. I used to tell Kilburn that the only thing I could think of prettier than a SkiffAmerica coming down the river would be two of them. Now I am looking forward to seeing a whole fleet.


Under the backyard maple tree.




Hull painted 10/31/99.

Cabin accommodations.





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Fishing Boat Innovations

50 Years Ago

By Philip Thiel NA

When I was 26 years old, Isadore Bromfield, who owned the 130' side-trawler *Lark*, and who manufactured trawl winches and fishing boat deck gear at a yard in East Boston, Massachusetts, asked me to design a steel trawler which could be built without the usual shipyard equipment and skills. I worked up a design for a double-chine simplified hull form with a double bottom ballast tank, and a structural system of welded straight-line web frames and longitudinal flat-bar stringers. I lofted the job at Izzy's plant, and saw the job started before I left for the University of Michigan on a Society of Naval Architects and Marine Engineers' fellowship to do further hydrodynamic research on this type of hull. That was in 1947, and 50 years later in 1998 I heard from Burt Bromfield, Izzy's son, with some news of the subsequent history of the project:

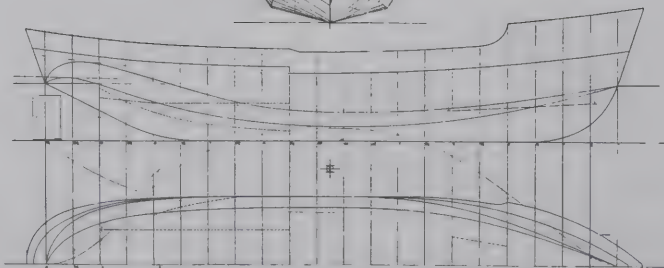
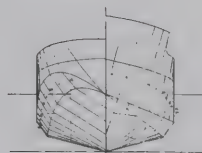
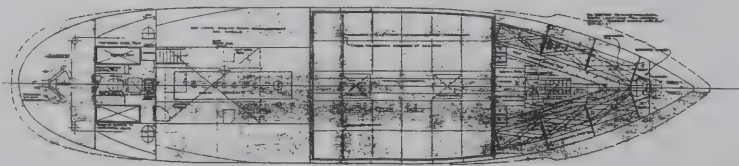
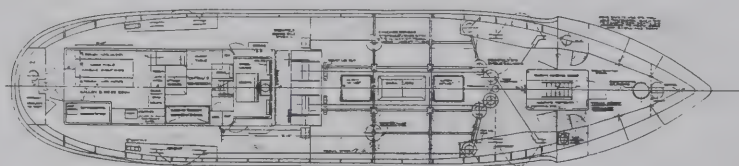
"How about a bit of history concerning the trawler you designed. The fishermen went on strike, I believe in 1950, it lasted some 6 months. We felt that at a 60-40 split, with the owners on the short end, it was no longer profitable to be in the fishing end of the fish business. It was Irving Usen who capitulated, inasmuch as he processed fish and could make up the imbalance on finished product. So the hull and other parts sat untouched until about 1961, at which time we had contracts to build two ferry boats for the US Army (a Spalding design) and caissons for the Navy at Boston Naval Shipyard and the Portsmouth Naval Shipyard.

Space was necessary so the plating was finished, hull painted and overboard she went. She sat in an out-of-the-way slip until sometime about 1965 when a skipper from Wood's Hole dropped by and wanted to buy the parts we had; hull, rudder, pilothouse and a few other items. A deal was made, somewhere around \$30,000 as I recall, and he came up with his boat and towed her away.

Fast forward now to about 1993 when I was at an Elderhostel taking a course in Marine Biology at the lab in Wood's Hole. Part of the course took us on board a small dragger getting bottom samples. I was chatting with the skipper and inquired about your hull. He knew the owner and all the story that played out with the *Cap'n Bill IV* as she was then named. The boat was a very successful venture for the owner who trawled and longlined with it. Where it is now I don't have the foggiest but I plan to be up that way this summer and will inquire."

This inspired me to resurrect my drawings and copy them at reduced scale (from 3/8"=1' to 1/8"=1'). In addition to the lines plan and general arrangement drawings there are structural plans detailing every piece of steel in the boat. Nowadays these simplified hull forms are in common use for many purposes, and are based on developable surfaces generated in the computer. But that was not the case a half century ago.

Philip Thiel, NA, 4720 7th Ave NE, Seattle, WA 98105



PYGMY NEWS

Our New Arctic Tern 14

14' LOA, 23" beam, 11" Depth, 30lbs

In response to a request from Michael Powers, Tsunami Ranger and kayaker extraordinaire, we designed the Arctic Tern 14. Michael wanted a smaller, more maneuverable kayak that he could take into the rock gardens and sea caves along the coast of Oregon.

The boat's hard chines and shorter length make her very responsive to leaned turns, an ideal characteristic for playing in the surf zone. Her new recessed cockpit makes executing rolls and braces in rough water easier. Hotshot paddlers have raved about her crisp handling and responsiveness in challenging sea conditions.

Although the Arctic Tern 14 was designed with advanced paddlers in mind, the end result was much more. Teens and smaller adults will relish the fact that here is a touring boat



just their size. Lower wetted surface makes keeping pace with larger boats a pleasure, not a chore. At 30lbs and 14', she is extremely easy to cartop.

On a recent trip to Great Slave Lake, seventeen-year-old Betsy, a family friend of ours, paddled the Arctic Tern 14. Alongside, others paddled our new canoe, a 17' Arctic Tern and an Osprey Double. Betsy had no trouble carrying her personal gear and keeping pace with the pod of Pygmies.

In her sea trials, the Arctic Tern performed wonderfully in a variety of conditions

and with a diverse group of paddlers.

A growing number of paddlers enjoy playing in surf and rough seas. These folks want to lean way back to alter the trim of their boats. The deck on our latest boat has been modified to accomodate laying back on the rear deck.

The surf zone also requires strong bracing and Eskimo rolling skills. Our unique recessed cockpit coaming facilitates the execution of a sweep roll. Nothing similar has appeared on a stitch and glue kayak, we continue to lead in innovation.

You Asked For It: A Smaller Osprey

13' LOA, 22" Beam, 10.5" Depth, 26lbs

The fifth in the line of Ospreys, our new 13' version is an evolution of our GoldenEye13. She exhibits all of the wonderful handling characteristics of our GoldenEye 13 with the added beauty and functionality of our patented four-panel deck.

Not only is the deck easy on the eyes, the added deck chines offer a bit more foot room. In addition, the sheer is taken further out of your way, saving your knuckles on both very steep and on relaxed paddle strokes.

Small-framed adults up to 5'4", teens and kids down to 50" (like 13 year-old Maya shown paddling in the photo) appreciate the proportion of the Osprey 13. Here's why:

She's quick. With much less wetted surface than a longer touring boat, keeping up



with burly paddlers is simple. In fact your friends in larger boats may be working to keep up with you for a change.

She's light. At 26lbs, she will be paddled by smaller adults more frequently. Without the struggle of loading and unloading a larger boat, getting out on the water will be less of a task. Kids can easily carry this boat themselves, which will reduce load/unload time on family

outing.

She handles beautifully. Whether on a placid estuary or rough open water, the Osprey 13 will hold a course. Yet her shorter waterline aids in maneuvering in tight water.

The Osprey 13 is available with all the same options as our other touring boats, including bulkhead and hatches, deck rigging, and knee braces.

Taiga...Our New Canoe

17' LOA, 35" Beam, 13" Depth, 60lbs

We named our first canoe, the Taiga (Tie-guh) after the great north woods, where some of the largest tracts of wilderness remain. This area is sprinkled with lakes and rivers of all sizes. Retreating glaciers left behind some of the finest wilderness paddling to be had.

Our new Taiga tracks nicely and displays good manners in a wide variety of conditions. Although designed with extended wilderness paddlers in mind, her easy handling, good stability and light weight make her an excellent choice for weekend and day excursions as well.

The first in our line of canoes, the Taiga WT follows lines of tradition. We studied countless traditional canoes during the development stages. With few exceptions, original tripper canoes had symmetrical recurved ends and tumble home sides. The Taiga is the first stitch and glue canoe kit that incorporates this traditional tripper canoe design. Recurved bow and stern, and tumble home are characteristics that have been lost in mass pro-



duced plastic and fiberglass boats due to the difficulty of pulling them off molds. This is not the case when you build the beautiful Taiga from precision pre-cut panels.

If you are like us at Pygmy Boats, you often long to get away. Whether you take a month and head to the far north woods or an afternoon to explore local waters, the Taiga wilderness tripper can be your key to the outdoors. Paddlers will fall in love with the grace with which the Taiga plies the water. Her weight and balance will be appreciated along portage trails. Stealthy efficiency make the Taiga WT an excellent choice for bird watching and fishing as well.

Construction is a snap. The pre-cut panels quickly wire up around five temporary frames. A rugged sheathing of fiberglass cloth both inside and out protect her mahogany wood core. Details include beautiful ash gunwales, thwarts and seats. Comfortable, classy wicker seats cushion the tail for hours of comfortable paddling.

If you have been waiting for a classic canoe, one that embodies tradition of wilderness travel, one that will take you from your busy life to quiet solitude, one that you can proudly say you built yourself, wait no longer. Build yourself a Taiga Wilderness Tripper and get out of the office and onto the water.



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Bolger on Design

Electric Spartina

Design #594 B

In the July 15 '93 issue of *MAIB*, we presented Design #594, Spartina, a plywood glued-lapstrake centerboard daysailer of 15'4"x7' size. Intended to incorporate the superb handling virtues of the 1920s era hard-chine catboat Monticat, she makes a very modest talent feel expert. Spartina got a higher more buoyant bow and 6" extra breadth to keep the same sail-carrying power with the soft bilge. The prototype used the same sail as the Monticat but carried by a Solent-type lug geometry, which shortened the mast by 7', and the mast and its foot were strengthened to do without standing rigging.

We had the chance to sail Spartina hard to confirm her qualities as satisfying as the original inspiration while her seamless/dry structure, higher bow, and simplified rig were indeed net gains. Unlike the wide-plank sawn-frame Monticat, Spartina can live on a trailer with little drama associated with stepping her mast; the original's 25'x3" octagonal stick can be a bit of a challenge to put into the hull in spring. We never had a chance to race with a Monticat before Spartina was sold out of town. Both designs are prime examples how nicely well-shaped beamy non-planing hulls and simple uncluttered rig-geometries can work together for easy and still sophisticated day-sailing.

John Tuma had built a number of our designs including the double-chine keel catboat Beachcat (Design #589), most recently featured in *MAIB* of July 15, 2000. He was all set to move up to a Long Micro and perhaps a larger powerboat, when his shop rent was priced out of reach and he had to retreat to a smaller building site. 16'x7' would, for the time being, be the maximum buildable boat. As a good winter project, he contacted us wondering how much Spartina plans were.

But he was mostly interested in a new design. She had to have a nice spring to the sheer, the fine open cockpit and shallow draft of the Beachcat with rounded form and a ballast keel. "I don't want the complication of a centerboard. I'm willing to endure greater complication while trailering to achieve greater simplicity while sailing. My preference would be for the rudder to hang off the aft end of the keel under the boat. Although I do want some provision for a motor, this will be a sailboat with no compromises for rowing efficiency. The boat should sail well in rough water, and also carry enough sail to be fun in light air. The interior would feature benches and sufficient depth in the cockpit so that coamings would provide a comfortable backrest. A lazarette could perhaps be fitted aft to store a small motor. An electric motor, with batteries serving as ballast, would be a nice feature. An anchor well or lazarette forward would also be handy. I realize that this is



a lot to ask in a small boat. However, if you find these ideas intriguing..."

For time and cost-purposes, we proposed to actually use Spartina as an extant base-design, more or less readily modifiable to the wishlist, with the wide flat centersection ideal to carry the battery-box keel, minor transom-upgrade necessary for the Minnkota trolling motor, and various other touches, all without touching her basic shape and structure. He confirmed our thought to purposely display the simplicity and the politics of the trolling motor, and reinforced our understanding that most of all she should be comfortable and uncomplicated in general, be it to haul, launch, sail, or motor. She was to win hearts and not necessarily trophies.

Predictably, this conversion took longer than expected. Amongst the basics to filling the wishlist we had a few more ideas as to her appearance, apart from certain functional details here and there, such as berth wide benches to open up the option of midnight-sailing and overnighting without chiropractic help in the morning. Now she has:

A wide uncluttered cockpit with optional cushions everywhere for slouching sailing, snoozing of half the crew, with ample dry-storage/air-buoyancy fore and aft, and endless cubbyholes and shelving possible under coamings and benches for fishing rods,

favorite reading, snacks etc.

A box keel (with forward section flooded) that is kept as shallow as the batteries under smooth floorboards would allow, with upwind sailing performance enhanced by an endplate under its after half, with both endplate and forward grounding-shoe of 1" UHMW plastic to allow frequent grindings on both beaches and trailers without constant fretting over epoxy/glass/ply surface wear, delamination and eventual rot.

A rudder stock of UHMW as well to avoid welding or problems with possible splitting of solid wood stock.

An energy capacity of four 6v/180ah gel batteries (280lbs gross weight), about 50% of our electric launch Lily's full-day capacity, offering a plausible endurance (with batteries drawn down to 25%) at full speed (3.8knots) @ 35amps of 3.5hrs (13+miles) and at 3knots @ 20amps of around 7 hours (21miles), all quite adequate for a sailboat.

Batteries protected from rain under floorboards but mounted to allow drainage of boat all the way into after end of box keel where a bilge pump will eject rain and spray.

A reinforced transom to carry the 24volt, 65-70lbs thrust Minnkota, we've had good luck with for years.

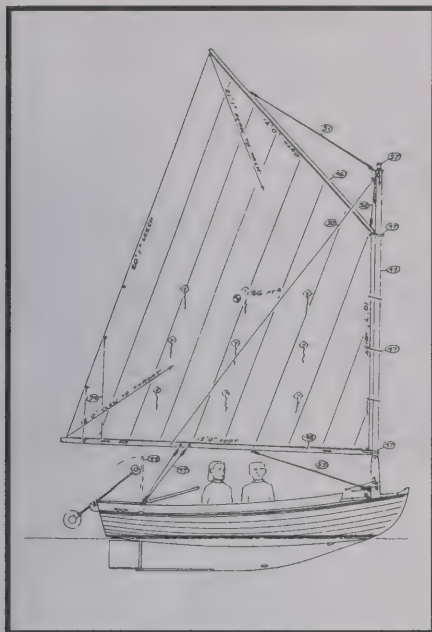
A tabernacled aluminum pipe mast and spars, carrying a single gaffsail with an additional 40+sf of sail for a total of 186sf, still fitting more or less within her overall length but making up for her additional weight and wetted surface.

A stout but cheap worm-gear winch to safely raise and lower the mast and rigging with nothing to detach from the mast but undoing the boom jaws parrel, all to rest for trailering and powering straight into the wind on a hinged spar crutch abaft the cockpit.

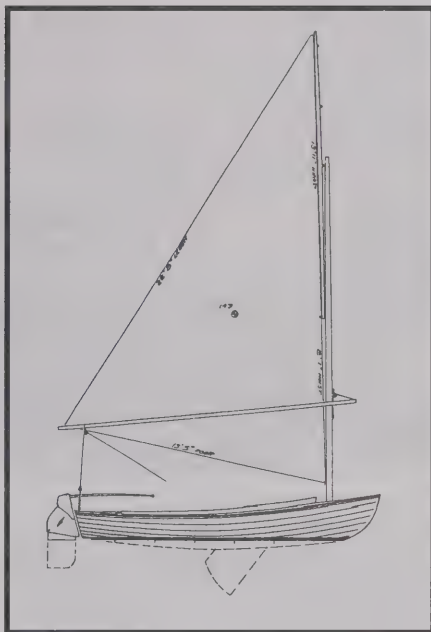
The option of a tightly-fitted boom tent over mast and boom and around tabernacle, tied-down to eyes outside of the coaming to cover her during 75mph trips home, overnighting for two, or just waiting out a squall at anchor.

Plus a few minor stylistic and functional details such as the significantly higher coamings, the mast-heel lock/stemhead combination, the stout kingbar for mooring across the after plate of the tabernacle, or the notion of avoiding the typical trailer eye through her stem in favor of a long line-cum-float from after cleat to after cleat, pulling her on to the trailer with this bridle.

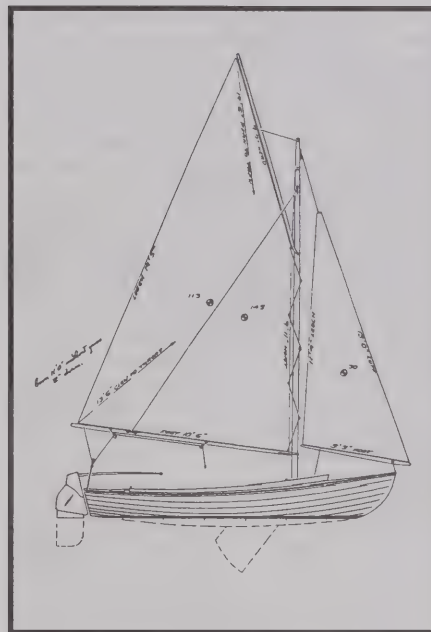
Now she will not turn as easily as the original Spartina, but she will have more momentum to carry her through stays. She won't be fully beachable, but drawing only 19" with all lateral plane deployed, she'll sail in the same waters as the original, if not somewhat better with just a few inches below her



Electric Spartina



Original Spartina Cat Rig

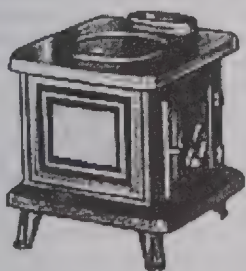


Original Spartina Optional Sloop Rig

endplate. Between weight and draft, trailering is not as easy as before, but she'll still be happy behind a compact car, particularly if you don't insist on either a superlong trailer-tongue or getting your car's rear end soaked when you could be using a third wheel on her tongue and a long line to drown the trailer for an easy launch and retrieval without risk to the car (see *MAIB* March 1, 2000).

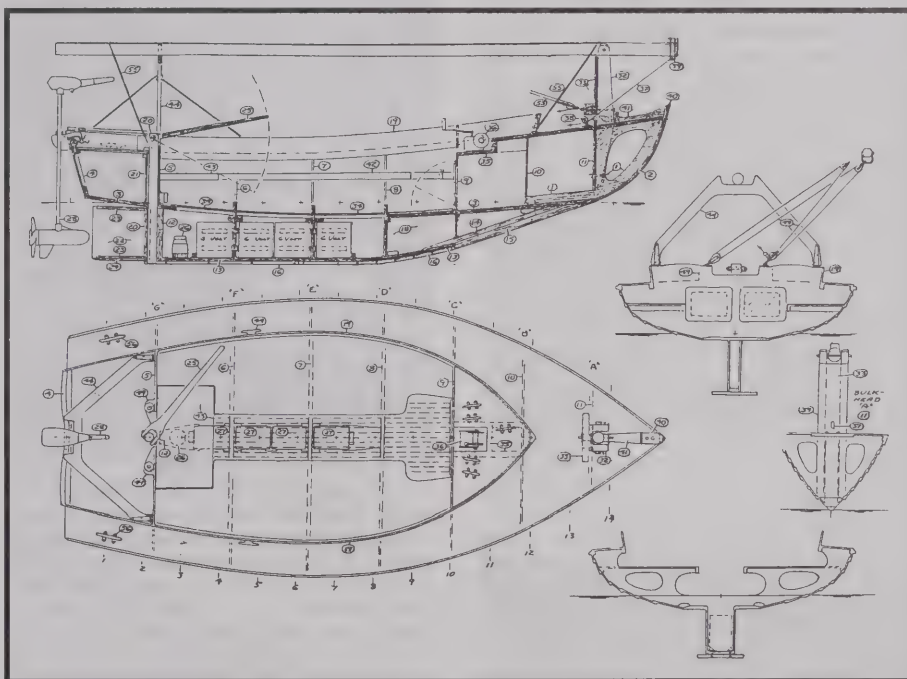
Upgraded plans for Spartina #594 are US\$150, with \$50 for upgrade to owners of #594 plans, and are available only from us at Phil Bolger & Friends P.O.Box 1209, Gloucester MA 01930.

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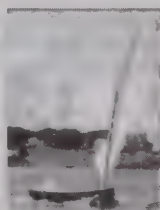
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Beam - 6'2"
SA - 100sf
Displ. 440lbs

Construction
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Varnished Oak Trim
Bronze Hardware
Wooden Spars

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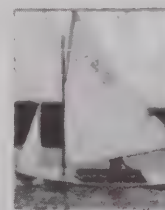
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BAYBIRD
18' Gaff Sloop



LOA 18'0"
Beam - 5'6"
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LWL - 16'
Draft 0'8"

In the July, 1999 issue of *WoodenBoat*, #149, Aime Ontario Fraser published an excellent article on building hollow wood spars. Craig Wright and Richard Duke, two boat builders from Goshen, Connecticut had brought a nearly forgotten technique for making hollow wooden shafts back into use. They had used it successfully for shafts ranging from 3' to 37' in length.

Immediately upon the arrival of my issue of *WoodenBoat*, I began what had become my customary ritual. I buzzed through the pages looking at pictures and reading titles, flipping the pages almost continuously. As I flipped to page 32 my mind suddenly registered a drawing I had just glanced at on the previous page. I shot the page back and did a double take. The schematic of a bird's mouth spar cross section grabbed my eye, along with its name at the top of the page. It was made of eight staves, each with one square edge and one edge with a V cut into it. The Vs nested around the square corner of their neighbors, each laid 45 degrees tangent to the next. I marveled at the simple idea. I pondered how I might use such an elegant construction.

I didn't do anything with the idea just then. As it happened, at the end of that summer, a friend mentioned a pulling boat he had seen advertised as a kit from Chesapeake Light Craft, their Annapolis Wherry. He and I had talked about many kinds of rowing boats we might build one day, but this one caught his eye. I looked at it and fell for it right away. By September I had ordered a kit, and by October the staves were being scarfed on my garage floor. Chesapeake's catalog didn't make it clear that the prices for the oars they sold were for a pair. I thought the price was each. When I totaled the cost for the six oars I wanted, four sculls for doubles rowing, and a short pair for fixed seat, I was in for about twice the cost of the boat. Sigh.

A few days later I was again flipping through *WB* #149, and once again came across the article on birds' mouths. It suddenly occurred to me that here was a way to build oars. The author even said as much, but gave no details. To make a long story short, I managed to adapt this technique to produce a hollow shaft that tapered and changed from round to oval along its length. An oval cross section at the neck of the shaft before the blade would be as stiff as possible, but narrow enough to shape into the blade smoothly. Sculls are not round in section at the oarlock, but traditionally have had a D shape to provide flats to clunk onto when feathering the oars. Mine would be round, but as luck would have it, several oar manufacturers make plastic sleeves that clamp around the shaft, giving the rower the flat surfaces needed for sculling. For use with regular oarlocks, the shafts could be leathered if desired.

Fraser's article demonstrates the process of making the shaft so well that I strongly urge reading it. It is the process I use in almost all respects. My method just involves mixing staves of differing widths into the glue-up. The amount of taper is the same for all staves, allowing the builder to use the same tapering jig for the table saw throughout.

I have chosen to demonstrate how I go about making a 9'8" scull. It is made of Port Orford cedar with a diameter of 1-3/4" at the round end and an oval at the other end of approximately 1-3/4" x 1-1/8". Many other woods would serve well. I have used Douglas fir, and



Inspiration for building my oars was my building of this Chesapeake Light Craft Annapolis Wherry pulling boat.

Hollow Shaft Spoon Blade Oars

By Joel Herzel

of course Sitka spruce would top the list. A wood that is locally native for me, but grows in many places is Monterey Cypress. I know that there are cedars, pines and spruces growing in other parts of the country that would be suitable. The Port Orford weighs about 29lbs per cubic foot. Sitka comes in at around 26lbs, and is stiffer. A good wood technology book can help you decide which wood to pick of what is locally available and affordable. Using the Port Orford, the 9'8" scull comes in at 3lbs. A 7' version weighs just over 2lbs. The formula for determining the size of the staves is a simple one:

To find the width of each stave at the widest point: Maximum diameter x .40 = maximum width of stave. At the narrowest point: Minimum diameter x .40 = minimum width of stave.

To find the thickness of each stave: Major diameter x .20 = thickness.

Wright and Duke, the boat builders from Connecticut, feel that these formulae result in a wall thickness on the heavy side. Using the formula, I made a stave dimension of 5/16" x 11/16" to arrive at just over the 1-3/4" maximum diameter. I know that this produces a shaft strong enough for my recreational rowing. A legendary boat builder in my town operated for many years building Transpac racers. His philosophy was that if something didn't break on his boats, it was probably too heavy. I don't adhere to his philosophy, but I often think of it. An Olympic racer might snap one of my oars in a sprint.

I used to make the staves 3/8" thick, but have lightened up in the interest of saving weight. All this is to say that heavy boats with strong rowers would require a bigger and stronger shaft than what I outline here. If the reader were to experiment with larger scantlings and a stronger wood such as ash, a stout and stiffer oar for heavier use would result. The process to build them would be the same.

These oars will be 9'8", and the handle will be 6" of that. The finished spoon I'll join to the shaft will be 22" long, and the overlap where the two are joined is 13". The spoon continues 9" past the end of the shaft. The finished shaft length will therefore need to be 8'5".

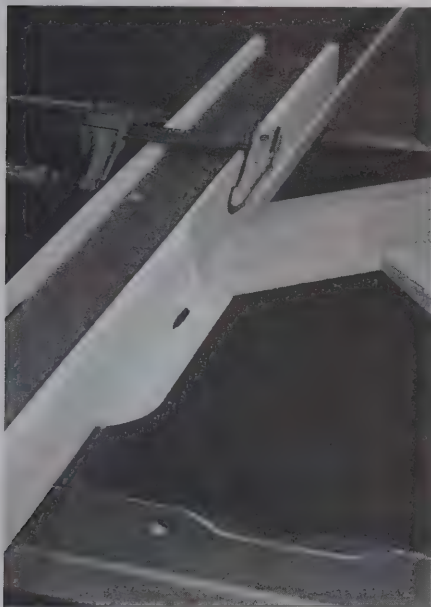
To begin the process, mill six pieces of quarter sawn material to a finished size of 5/16" x 11/16" x 8'7" (a few extra inches for good luck). Mill two pieces to 5/16" x 11/16" x 8'7". This will be enough for one oar. Make enough for all the oars and perhaps a few extras.

A few words about making accurate measurements when woodworking. I am a finish carpenter by trade. In our work we generally fit pieces to 1/64" or 1/32" tolerance. This is adequate for decent work. However, in my shop I find that more and more I reach for my dial calipers when fitting or dimensioning parts. A dial caliper reliably measures to .001", a thousandth of an inch. Some might laugh at attempting such precision. But consider that there has been a proliferation of inexpensive imported stainless steel dial calipers on the market for the last few years. I have paid about \$25 for several pair that I have bought. Aging eyes really appreciate reading the dial. Fits required for mortise and tenon work for example, are easy to achieve to perfection.

To arrive at an exact diameter when making a bird's mouth shaft depends on very accurate measurement. I said that the stave for the 1-3/4" shaft would need to be 11/16" wide. Actually, by math, it is .700". Very easy to measure with dial calipers. OK, it's true that I want to finish at 1 3/4". But the glue up is a messy process, and to clean up the surface adequately afterwards, I want to figure in an additional bit of diameter into my shaft to allow for planing smooth and sanding. What I actually do is mill the staves by running them through the planer on edge (send through at least four at a time while holding them together to stabilize the group) until I reach a width of .720". Try that with a tape measure. I think that if you spend the money for a pair of calipers, you will come to love using them. Enough said.

Mill the bird's mouth into the edge of each stave. I have found it easiest to use a molding head for the table saw with a V-cutter. A V-cutter in a router table, or a shaper would do the same. Because of the small dimensions of the work pieces, be sure to use feather boards, hold downs, push sticks, or a power feeder to push the pieces past the cutter. These small pieces can easily vibrate and catch (and

explode) if simply pushed through manually. Please be careful. The V cut can also be made with two subsequent passes over the table saw tilted to 45 degrees. I don't favor this as much because of the petite dimensions of the work piece, and their potential to misbehave, but it can be done. I would use the smallest, most docile blade I owned. Once again, feather boards, etc.



The bird's mouth being cut with a molding head on the table saw.

You now have eight pieces, six narrow ones and two wide ones for each oar, all milled with the V along one edge. You are ready to taper them.

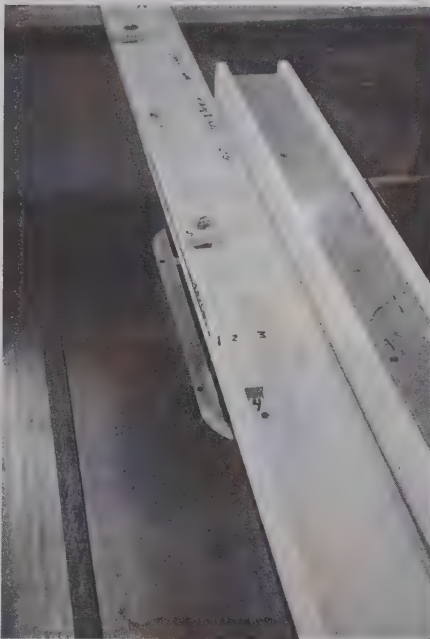
Jigs to taper on the table saw could vary infinitely in detail, but they all must accomplish the same task. I use one made from a piece of $1/2 \times 6 \times 8$ plywood. I make it 8" long even though my staves are 8'7" and feel safe with it because I don't taper the first 29" of each stave. Each stave will have $3/8$ " of taper cut into it.

Strike a line on the top surface of the plywood starting at the first end onto the saw that is $11/16$ " from the left edge. Actually, don't make it at the very end, but at the point that will be the pivot point of the oar. On this oar that will be 29" from the end of the stave. That will be 22" from the end of the jig. Make a dark ink point here. At the other end, (the last end over the saw) make a dark ink point $5/16$ " from the left edge. Connect the two points with a dark line. I use a chalk line followed by ink. You now have a strip of plywood with a line out of parallel drawn near its left edge. It should be $3/8$ " out of parallel in 6' of the 8' of the plywood's length.

This line will be the location of the right edge of the stave as it passes over the saw. You need to hold the wood tightly to this line as the cut is made. I'm sure there are many ways to hold the wood securely to this line. The photo of the jig shows how I use thumbscrews pushing plywood blocks down on top of the staves to hold them tightly. The thumbscrews thread into T-nuts on the bottom side of the jig. Not fancy or fast to operate. Be aware that the blade will come very close to the hold down blocks. Hence they are wood.

The blocks are canted down toward the stave slightly because that will put the most pressure on the tip of the block, holding tighter. On the right edge of the work piece (and on the ink line) I tack a "fence" to the jig to press the stave up against.

Set the saw's fence 6" from the blade. The jig will just slide between blade and fence. Clamp the first of the narrow staves into the jig with the bird's mouth away from the blade, towards the fence. You will be beginning the cut at the handle end of the stave. The stave will begin to protrude past the left edge of the jig at the pivot point of the oar. This is where the cut will begin. Push the jig through the saw. You have one stave, tapered from $11/16$ " to $5/16$ " in width. Do all six. Now move the fence $3/8$ " further away from the blade to $6-3/8$ ". Put one of the wide staves into the jig, again with the V away from the blade, facing the fence.



The blade has begun to cut the taper in the stave, (1). The wood fence at (3) is thicker than the stave to allow the hold down block (5) to cant down. Thumbscrews thread into T-nuts under the jig (4).

The last two staves are cut somewhat differently from the first six. They need to be the same width as the other six, $11/16$ " at the handle end, in order to make the shaft round. They want to continue at this width down the shaft until they reach the pivot point. They must then begin to taper in width from this point onwards to a larger dimension of $1-1/16$ ". Don't despair. This jig will do it, and it's not difficult. You must just proceed thoughtfully and methodically. What you are going to do is begin to cut the wider stave at its blade end, the wider end.

The first six staves were cut beginning at the handle end. Begin the cut with the jig to the right of the blade as usual and the fence set at $6-3/8$ ". The blade should just touch the stave on its left side beginning at the very end of the stave; unlike the first six you did which started cutting 29" from the end. The blade will enter the wood immediately as you push the jig into the cut. You will push the jig through the saw, but not all the way. You will

stop the cut 32" before you get to the other end. Make a dark mark on the jig at this point. This is 3" before the pivot point. Hit the stop button of the saw and let it come completely to a stop. Remove the stave and do the same thing to the remaining stave. This is step one.



The blade is just beginning to enter the cut at the pivot point of the oar.

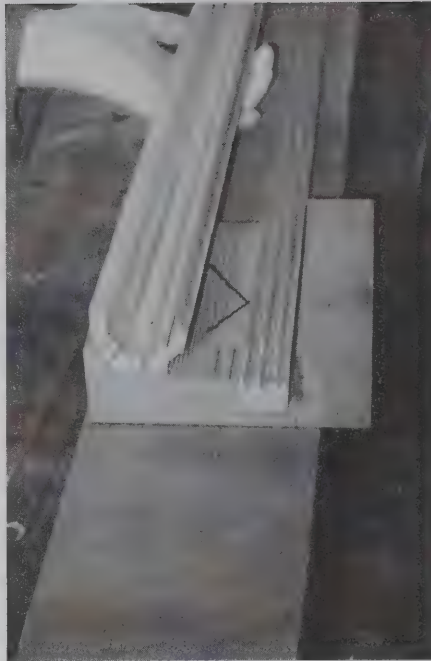
Remove the jig from the saw. Set the fence the same distance from the blade as the width of the first six staves at their widest (.720"). Reverse the stave end for end and place the bird's mouth against the fence with the uncut end of the stave poised to begin cutting. Push the stave into the blade and cut until you are 6" from meeting your first cut head on. Stop the saw and do the same to the remaining stave. This completes step two. Take the staves to the band saw and carefully finish the uncut area of the stave and connect the two cuts. You could use a jig saw, a coping saw, or a Japanese handsaw if you like. Cut a wee bit proud of the line and clean up with a block plane.

On the wide stave, the cut for the straight section is meeting the tapered section head on.



You now have eight staves for each oar that all have one bird's mouth edge and all have one end that is $11/16$ " wide. Place them together so all these $11/16$ " ends are at the same end. You will glue them together so that the other ends (which are 6 @ $5/16$ " wide and 2 @ $1-1/16$ " wide) are in the sequence WNNNWN (wide and narrow).

I made a group of three different blocks to hold the staves in position while I spread the glue. The V cut edges have to be held level to each other. The difficult part is that at one end they are all the same height, while at the other end they vary widely in height, and in the middle they vary a bit less. I made the blocks with a dado cutter on the table saw. If you use this method, make sure the block is long enough to safely dado, at least 12". I use slow set, thickened epoxy for the glue up.



Staves with glue applied and beginning to nest together.

and remember that this is a handmade oar you're making.



Clamped up and straightened by eye.

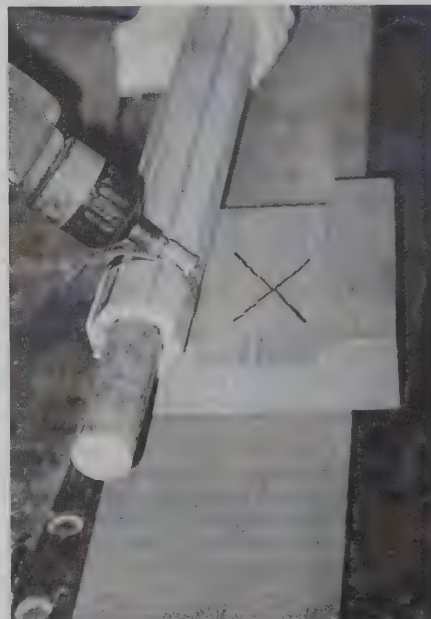
face. I would use a lathe in a split second if the oar used a round shaft, but the taper to oval cross section precludes that.



Spreading glue into Vs with staves supported by fitted block.

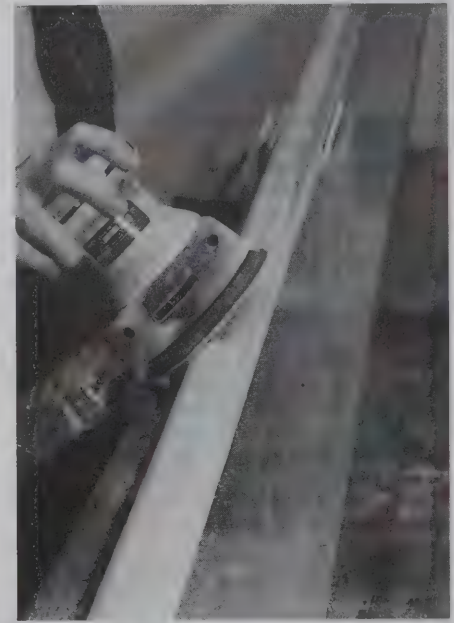
The next part is a little tricky, but I now do it routinely by myself. Begin to nest the staves together in sequence. A piece of 1" dowel about a foot long placed into the center of the staves as they nest together and begin to assume the curve will support the whole group until all eight are in place. Click! They grab each other. Remove the dowel and hold tightly as a group until you can get a hose clamp around them. As soon as the first clamp is snug, you can relax. Your hands will be a mess, so wear gloves.

I place hose clamps about 6" apart down the length. Make them tight. The clamps will dig into the points, but no matter. They will be planed off. You now have to make the shaft straight by eye. Very light taps and pushes will do it, as the greased staves will slide easily against each other. The adjustment screws will obscure your view of part of the shaft as you look down it. As you look down the length imagine you can see the other side obscured by the screws. The shaft will not be one continuous straight line. Remember that the first 29" are a straight section, then it begins to taper in another straight line. We carpenters have a saying which I think applies here. A good carpenter is a good guesser. Give it your best shot



First clamp on at handle end.

Transforming a shaft with eight sharp edges to a beautiful tapering rounded stick with a sharp block plane is pleasant work. Using Port Orford cedar, the aroma is intense. As the shape emerges, I simply follow it by eye, making few measurements. I start to sand with 80 grit and a rubber block, progressing to 120 grit. I also use a 4"x 24" sanding belt wrapped around a plywood block to help even out the sanding. I have even used a random orbital sander, rolling it over the surface as I slowly turned the shaft in a contraption on the bench I rigged up from the rotisserie motor from our BBQ to slowly turn the shaft as I rolled the spinning sander back and forth over the sur-



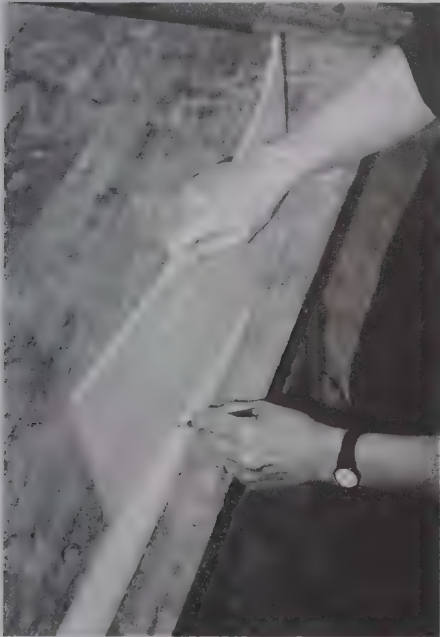
Left: Sanding shaft smooth while slowly rotating.

If you are going to use plastic sleeves around your oars where they rest in the oarlocks, then you must pay attention to one critical dimension. The inside diameter of many of these sleeves is $1-3/4$ ", making this dimension the mandatory outside diameter of your shaft at its pivot point. With my sliding seat rig, this point is 34" from the end of the handle. You don't want to stumble onto this requirement after you've done a beautiful job of varnishing a $1-7/8$ " shaft. By the way, your shaft was made 8'7" long, but you only need 8'5". You can trim a little from each end. Save these pieces.

When the shaft is complete, I make the spoon. The spoon I use is laminated from three layers of 1/8"x 7-1/2" cedar. Actually, they're thinner than that, about .090". Most bandsaws, with a sharp blade and well tuned, will produce 1/8" veneers. If you can't get your band saw to behave, make the veneers 1/8"x 4" and edge glue them together. I clean them up with the planer taking very light cuts and using a plywood board underneath to support the veneer as it passes through. I now take the veneers to a guitar builder friend who has a wide belt sander. He sands them to thickness for me. But I have made many without his help by planing with sharp knives to just under 1/8" and then belt sanding as best I could. The finished thickness of the spoon I'm aiming for is 1/4"-5/16".

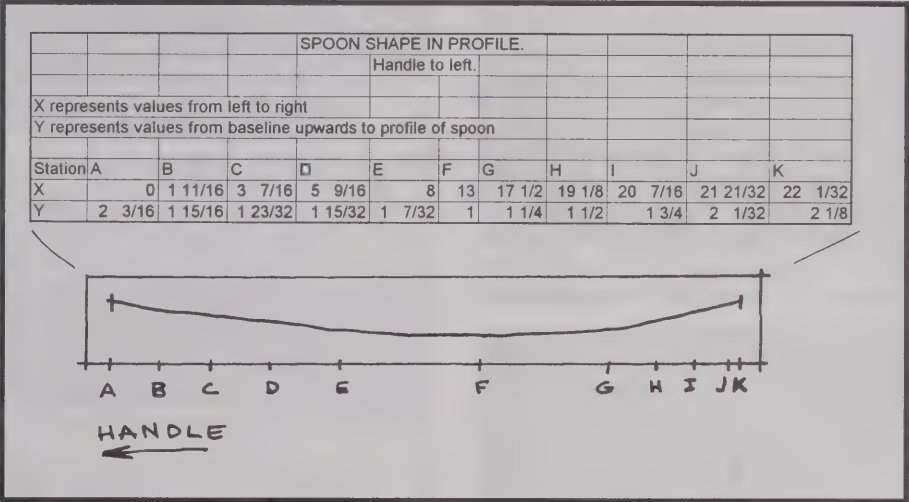
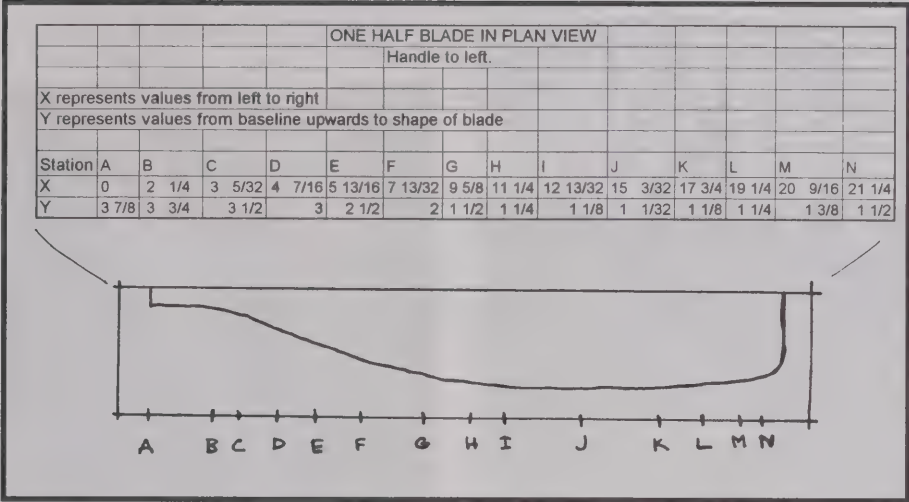
The spoon is flat in cross section, and shaped to typical spoon profile along its length. The accompanying drawings show the shapes. The tables will allow you to lay out a series of points for each curve. Connect the points with a flexible batten and pencil them onto the work piece. The blade, as I said is 22" long. It finishes out at 6-3/4" at its widest, and the end which mates with the shaft is 1-1/8" wide. I laminate them in a male/female mold using thickened epoxy glue and a piece of 4oz cloth in between each layer. Put a piece of wax paper or plastic above and below the lamination.

These blades are very strong, I use mine hard. Traditional spoons are carved three dimensionally with a spine traveling down their length as an extension of the shaft for strength. They involve a lot of work and are not easy to shape. The epoxy and cloth produce a spoon with all the necessary strength; albeit untraditional in appearance. The composition adds no more weight than other glues would.

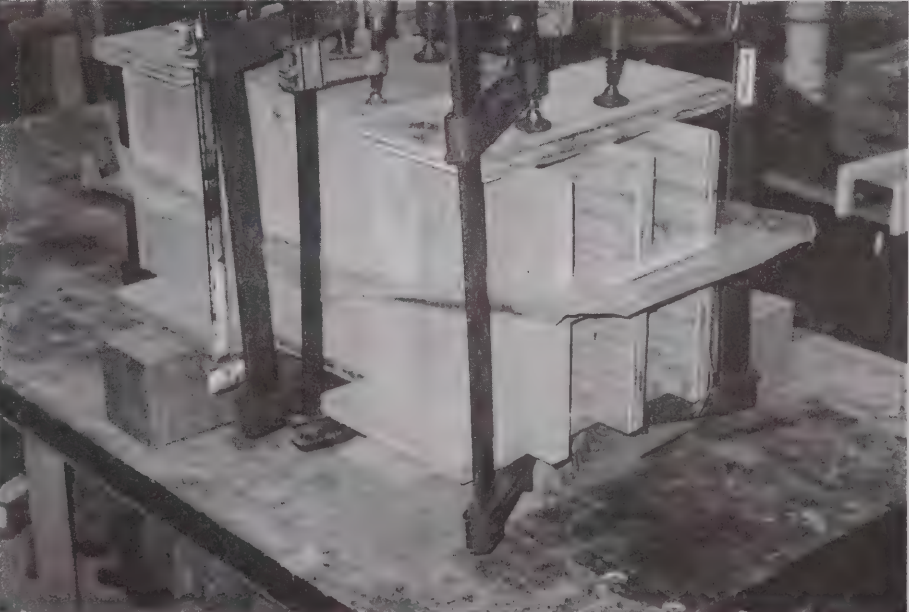


The profile of the spoon traced onto the flat side of the shaft.

When the blade is out of the mold, but before I have cut it to shape on the band saw, I trace the profile of the spoon onto the flatter side of the oval shaft. I cut this profile on the bandsaw so that the spoon is notched into the shaft at the top end of the spoon and the profile cuts into the shaft towards the other end



The glued up spoon is clamped in the mold with wax paper to prevent sticking.



of the spoon leaving 3/8" of shaft thickness at the end. This mating surface is 13" long. I then cut the shape of the spoon on the band saw. I mill a small piece of wood to insert into the hollow shaft where it will mate to the blade. I insert it into the shaft just an inch or so past the top end of the blade and glue with epoxy.



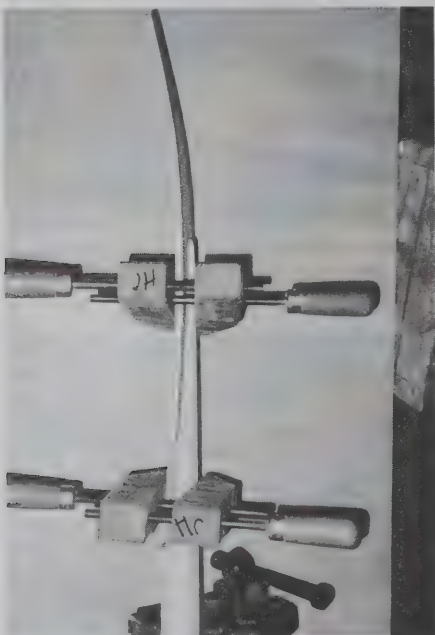
The shaft is notched to receive the blade. The filler block glued into shaft is not trimmed yet.

and sanding blends the edges of the spoon to the shaft.



After the glue has hardened, the joint between blade and shaft is smoothed with spokeshave, files and sandpaper.

The last step is to make and install a handle. The diameters of oar handles vary greatly, depending mostly on the size of the rower's hands. I have been using a rubber handle cover slid down over the wood handle. This cover is commercially available, along with the oarlock sleeves from one of the many sources that cater to rowers. The diameter of the oar handle and the inside diameter of the cover are in the neighborhood of 1" to 1-1/8". A 12" dowel turned to this diameter glued into the end of the shaft and protruding 6" serves well for a handle. I make handles with octagonal cross sections to insert into the shaft, and turned round for the grip. I don't have a lathe, and so I sand the handle round in a contraption on my drill press. It's not perfect, but ser-



The shaft and blade are joined with thickened epoxy.

After the glue is set, trim the filler piece back to the original cut line and spoke shave and file the surface flat. Carefully align the shaft and spoon to be in the same line, and glue together with thickened epoxy. I clamp with a few very gentle clamps, such as wooden parallel clamps. To date I have not reinforced this joint with any joinery, dowels etc., and have had no failures. After the glue has hardened, a small amount of spoke shaving, filing



The handle is sanded round in the drill press. A lathe would do a better job.

viceable. Many people do want a wooden grip, and a lathe will make any diameter easily. Many scull handles are in the 1"-to 1-1/2" range. By the way, it is traditional to leave grips unvarnished. Many rowers will testify to the power of varnish to raise blisters.

I am the last person to give advice about varnishing or painting. I spray multiple coats of varnish on the shaft while it turns slowly in my rotisserie gadget. I have built a few fishing rods, and this is the method used to prevent sags and runs in their epoxy coatings.

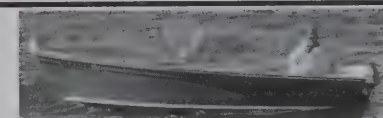
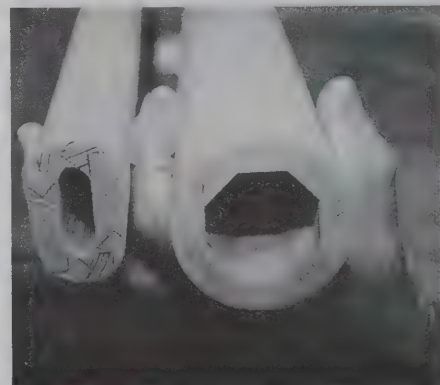
You now possess a light spoon blade oar. I would suggest taking the thin cross sections from each end of the shaft and placing them prominently on the mantle of your lodge. I guarantee you will see the same grin I see creep over the face of any woodworker who spies them. Good luck to you. Happy rowing.

Joel Herzel, 126 Yosemite Ave., Santa Cruz, CA 95060



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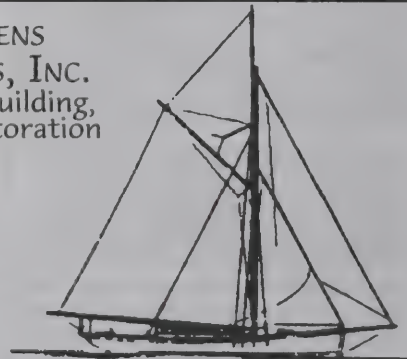
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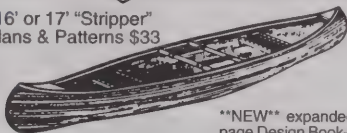
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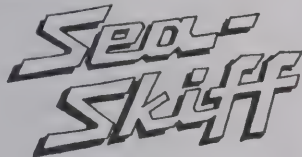
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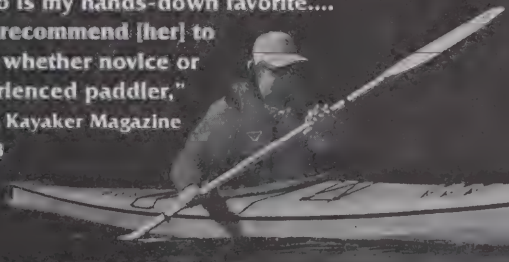


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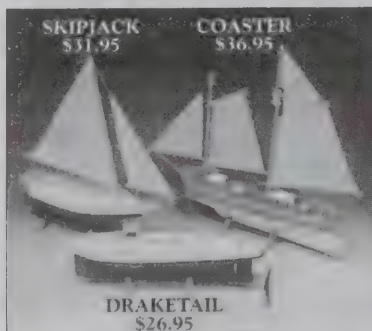
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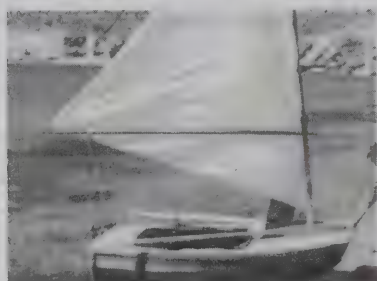
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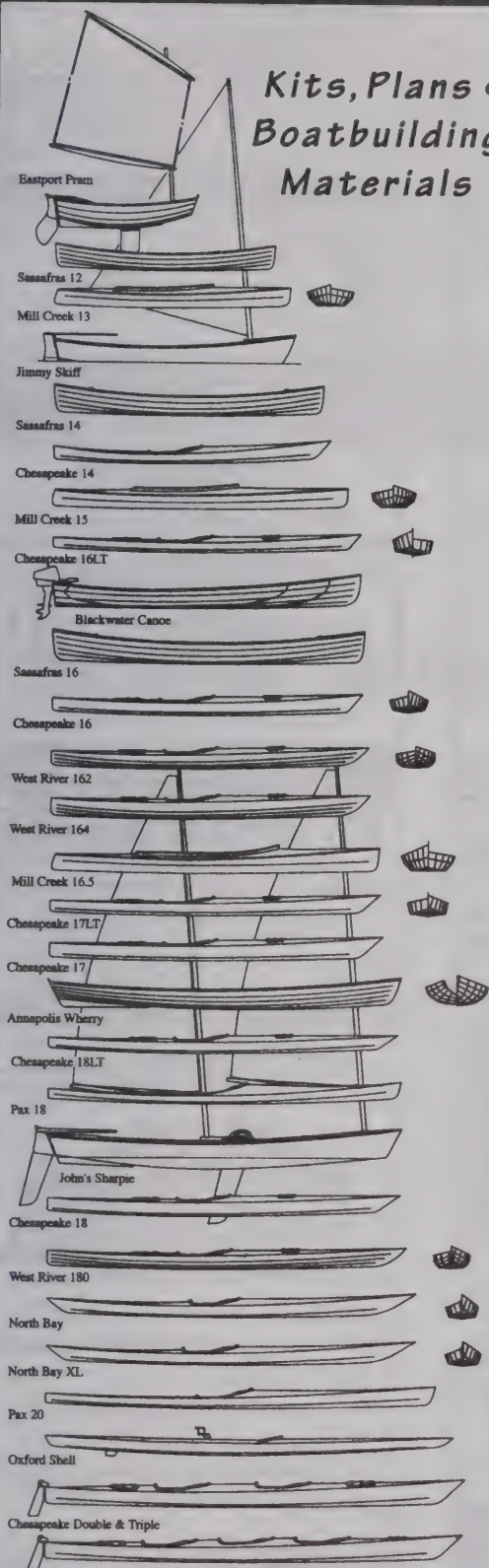
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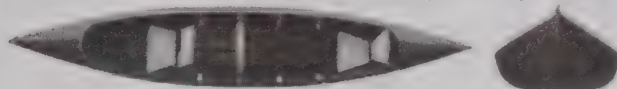
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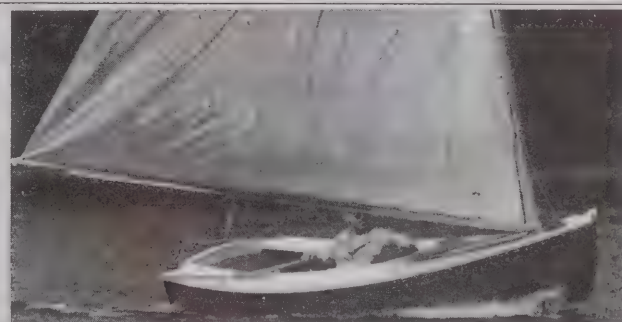
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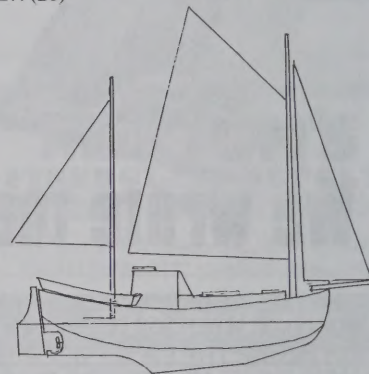
20' Farrier Eagle/Tramp Super Folding Trimaran, 4hp Yamaha, mn/jib/gen/spinn, new tramps, trlr, Bimini & several covers. All VG cond. In water in Leesburg, FL. \$9,500. BARIS LAMPERT, Leesburg, FL, (352) 435-0274. (19)



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16' FG Amesbury Dory, hull mfg by Sturdee Boat Co., powered by 9.9hp Yamaha 4-stroke, 9' ash oars, bronze oarlocks, "no pinch" swivel seats, bimini by Taylor Made, galv trlr & much more. Appeared as feature cover story in 6/15/98 *MAIB*. Additional info & photos on my SkiffAmerica website, <http://www.stlmusic.com/skiffamerica>. Compl rig \$8,950. KILBURN ADAMS, St. Louis, MO, (314) 638-4527. (20)



Blackie, 26' od x 7.5' x 4'. Riveted, Dynel sheathed hull, cedar on oak, 6' hdrm. Roller genny, inner jib, spinnaker, squares'l, storm jib. Lanyards & dead-eyes. Volvo 10hp diesel. 30 gals fuel, 30 gals water. Wind vane, awnings, dinghy. Ocean proven, Atlantic circuit '99, 9,000 miles/12 months. No gear failure. A fast, dry, trusty, personal little ship. \$16,500/ offers, or trade 30'-34' nothing fancy. See badly written article in *Soundings* "New 2000 Issue," "Father, Son Dare High Seas." Son now large, nd next boat. JIM SUMERLIN, Groton, CT, (860) 445-0587. (20)

16' Driftboat, epoxy & FG bottom, bow & stern hornes, easy rowing, stern anchor system w/motor plate. Freshly blt. \$7,000. See photo at www.woodboatrevival.com. (19) REED HUBBARD, Wilton, NH, (603) 654-6249.

25' Lyman, '73 w/FG hardtop add-on. 225hp Chrysler '73, raw water cooled. Everything in pretty gd shape. \$7,000 OBO. JOSEPH IFKOVIC, Branford, CT, (203) 488-5724. (20)

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16' Wood Sloop, bronze fastened. Fall keel, 4hp OB, cuddy. Vy gd cond. Compl rblt. \$8,000. HOLT VIBBER, Waterford, CT, (860) 442-7376. (19)

Drascombe Longboat, 21'9", New England area or toward VA or MI. TIM MOONEY, Newport, RI, (401) 846-8972, <timmooney@yahoo.com> (20)

Dekker 30 International Folk Boat. BOB GERFY, 6526 57th Ave. SE, Snonomish, WA 98290, <stormy@greatnorthern.net> (19)

Bangor Packet, Joel White design. D. CARTER, Portland, ME, (207) 774-4322. (19)

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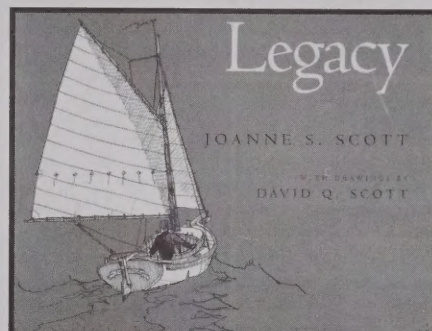
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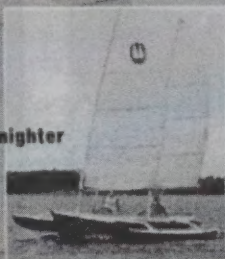
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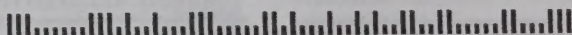
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